The Hong Kong Daily Press.

No. 8834 第八千八百三十四號 光緒十二年三月十六日 HONGKONG, MONDAY, APRIL 19TH, 1886. 禮拜一 香港英四月十九號 [PRICE $2½ PER MONTH

SHIPPING.

ARRIVALS.

April 17, CANTON, British steamer, 1,111, Bremmer, Whampoa 17th April, General.—JARDINE, MATHESON & Co.

April 17, NATAL, French steamer, 2,415, Such, Marseilles 14th March, Naples 16th, Port Said 20th, Suez 21st, Aden 26th, Colombo 4th April, Singapore 10th, and Saigon 14th, Mails and General.—MESSAGERIES MARITIMES.

April 17, JOHANN, German str., 427, H. Binge, Pakhoi 14th April, and Hoihow 15th, General.—WIELER & Co.

April 17, PEKING, British str., 954, G. Heuermann, Shanghai 15th April, General.—SIEMSSEN & Co.

April 17, MELBOURNE, French steamer, 2,567, de la Marcelle, Shanghai 15th April, Mails and General.—MESSAGERIES MARITIMES.

April 17, CELEBES, Dutch str., 1,648, J. C. de Haan, Batavia, Singapore, and Saigon 13th April, Sugar and Rice.—JARDINE, MATHESON & Co.

April 17, ANGERTON, British steamer, 2,794, S. M. Orr, Saigon 13th April, Rice and General.—ORDER.

April 17, MENZALEH, French steamer, 1,273, Benois, Yokohama 10th April, Mails and General.—MESSAGERIES MARITIMES.

April 17, STRATHLEVEN, British steamer, 1,588, C. W. Pearson, Yokohama via Kuchinotzu 13th April, Coal and General.—ADAMSON, BELL & Co.

April 17, FIREBRAND, British gunboat, from a cruise.

April 17, OSCAR MOOYER, German bark, 360, H. Johannsen, Whampoa 17th April, General.—WIELER & Co.

April 18, CONSTANCE, British corvette, from a cruise.

April 18, SAPPHIRE, British corv., from a cruise.

April 18, ASHINGTON, British steamer, 809, Hepworth, Whampoa 18th April, General.—SIEMSSEN & Co.

April 18, ANTONIO MUNOZ, Spanish steamer, 527, Ramon Ozoro, Manila 14th April, General.—CAPTAIN.

April 18, AJAX, British steamer, 1,552, J. Riley, Liverpool 7th March, and Singapore 12th April, General.—BUTTERFIELD & SWIRE.

April 18, TAICHIOW, British steamer, 862, J. Newton, Bangkok 12th April, Rice and General.—YUEN FAT HONG.

April 18, DRACHENFELS, German str., 1,559, Carl Tarce, Saigon 14th April, Rice and Paddy.—MELCHERS & Co.

April 18, HAIPHONG, British steamer, 1,122, Harris, Foochow 15th April, Amoy 16th, and Swatow 17th, General.—DOUGLAS LAPRAIK & Co.

April 18, ALWINE, German steamer, 400, P. Moos, Haiphong 15th April, General.—A. R. MARTY.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

17TH APRIL.

Zafiro, British str., for Amoy.
Berenice, Austro-Hungarian str., for Singapore.
Cicero, British str., for Kuchinotzu.
Kaisow, British str., for Shanghai.
Rosamond, British str., for Hoihow.
Bothwell Castle, British str., for Saigon.
Benvenue, British str., for Yokohama.
Saltee, French str., for Haiphong.
Thales, British str., for Swatow.
Johann, German str., for Hoihow.
Vorwaerts, German str., for Touron.
Clara, German str., for Hoihow.
Quarta, German str., for Saigon.
Hakon Adelsten, Norwegian str., for Shanghai.
Velox, German str., for Whampoa.
Glenavon, British str., for Shanghai.
Lennox, British str., for Saigon.
Gratitude, British str., for Kuchinotzu.
Oscar Mooyer, German bark, for Tientsin.

DEPARTURES.

April 17, DORIS, German str., for Chefoo.
April 17, FREJE, Danish str., for Haiphong.
April 17, DAFILA, British str., for Bangkok.
April 17, SUMATRA, British str., for Singapore.
April 17, AMOY, British str., for Shanghai.
April 17, BERENICE, Austro-Hungarian str., for Trieste.
April 17, BENVENUE, British str., for Yokohama.
April 17, CHELYDRA, British str., for Singapore.
April 17, VELOX, German str., for Whampoa.
April 18, PEKING, British str., for Whampoa.
April 18, DUBURG, German str., for Swatow.
April 18, HAKON ADELSTEN, Norwegian str., for Shanghai.
April 18, VORWAERTES, German str., for Touron.
April 18, CICERO, British str., for Kuchinotzu.
April 18, COLORADO, Amr. bark, for New York.
April 18, QUARTA, German str., for Saigon.
April 18, THALES, British str., for East Coast.
April 18, KAISOW, British str., for Shanghai.

PASSENGERS.

ARRIVED.

Per *Natal*, str., from Marseilles, &c.—For Hongkong.—Messrs. P. Jenin, J. P. Ewen, Fliche and Eachen, from Marseilles. From Saigon.—H.R.H. the Prince Louis Napoleon, Messrs. Michela and Rossi, and 35 Chinese. For Shanghai.—Mr. and Mrs. Croven, Sœurs Marie de Berkman, Maria Baptiste Verani, Marie de Ste. Agnes, Marie de Ste. Germaine, Marie de Vascension, Messrs. J. W. Moss, J. S. Deacon, W. White, J. Daeth, P. Zurn, W. J. Gordon and Caillens, from Marseilles. From Suez.—Mrs. Jacchiad and Miss A. Levi. From Colombo.—Sœur Mere Marie and 2 Chinese. From Singapore.—Mr. Gordon. From Saigon.—Miss H. Faff. For Yokohama.—Messrs. Bachmann, Meus and D. Strachan, from Marseilles.

Per *Johann*, str., from Pakhoi and Hoihow.—14 Chinese.

Per *Melbourne*, str., from Shanghai.—For Hongkong.—Mrs. von Fries and infant, Mr. O. Tock, and 1 Chinese. For Saigon.—Messrs. Carre, D. H. Camus, D. Vasto and M. Tosh. For Marseilles.—Messrs. R. W. Mustard, G. G. B. Hamskock, Ezechiel, R. P. Cau and P. Cunniffy.

Per *Peking*, str., from Shanghai.—Mr. and Mrs. Feindel, child and amah, Miss Palmer, and 25 Chinese.

Per *Celebes*, str., from Batavia, &c.—Mr. and Mrs. Herb, and 3 children, and 105 Chinese.

Per *Drachenfels*, str., from Saigon.—25 Chinese.

Per *Ajax*, str., from Liverpool, &c.—Captain Roper, and 190 Chinese from Singapore.

Per *Haiphong*, str., from Coast Ports.—Capt. Pope, Messrs. Rodger and Sorenson, and 295 Chinese.

Per *Angerton*, str., from Saigon.—6 Chinese.

Per *Alwine*, str., from Haiphong.—General de Negrier, Lieut. Berge and servant, Messrs. Liebard and Labage.

Per *Menzaleh*, str., from Yokohama.—For Hongkong.—Mr. Henry Hoore. For Marseilles.—Messrs. G. Molina, S. Fukuba, Ashiba, and K. Nishimura. From Kobe.—For Marseilles.—Mr. Bonger and child.

[FOR FURTHER INTELLIGENCE SEE 3RD PAGE.]

INTIMATIONS.

IMPORTANT NOTICE.

IN consequence of the increasing demand for a

REALLY GOOD MANILA CIGAR,

made of pure tobacco and of the old government pattern, without any of the flavouring oils now so largely used in the manufacture of fancy MANILA CIGARS,

LANE, CRAWFORD & Co.

have made arrangements to procure, and are now supplying CIGARS made of a blending of pure ISABELA AND CAGAYAN TOBACCOS, and have named them

"THE MANILAS";

this brand can only be procured from

LANE, CRAWFORD & Co.,

and is of guaranteed quality and purity.

PRICE, $3.50 PER 100 BOX.

Hongkong, 1st March, 1886. [26

W. BREWER has just received
Instructions for Beginners in Photography.
Fishing by Pennell Badminton Library.
Foreign Office List, 1886.
Bird's Modern Chess.
Pidgin English Sing Song.
Wall's Portuguese Grammar.
Cassell's Popular Educator.
Victoria Music Books.
New French Novels.
Ayres's Champion Tennis Bats, Double and Single Strung.
Wimbledon and Seamless Tennis Balls.
Wire String Tennis Bats.
Dominoes, Chess, Draughts, Bezique and other Games.
Boxing Gloves.
Youth's Cricketing Gear.
Carved Wood Letter Racks.
2 FINE NEW PIANOS, for SALE OR HIRE.
New Children's Books.
Albums for Cabinets only.

W. BREWER, Queen's Road.
UNDER HONGKONG HOTEL. [25

BEKANNTMACHUNG.

UEBER das Vermoegen der offenen Handelsgesellschaft SCHAAR & Co., zu Swatow wird heute den 15. April 1886 Vormittags 10 Uhr das Konkursverfahren eroeffnet.

Der Kaiserliche Vicekonsulatsverweser Freiherr von Seckendorff zu Swatow wird zum Konkursverwalter ernannt.

Konkursforderungen sind bis zum 15. Mai 1886 bei dem Gerichte anzumelden. Zur Beschlussfassung ueber die Wahl eines andern Verwalters sowie ueber die Bestellung eines Gläubigerausschusses wird auf DEN 29. APRIL 1886 VORMITTAGS 10 UHR.

und zur Pruefung der angemeldeten Forderungen auf DEN 29. MAI 1886 VORMITTAGS 10 UHR.

vor dem unterzeichneten Gericht Termin anberaumt.

Allen Personen, welche eine zur Konkursmasse gehoerige Sache in Besitz haben oder zur Konkursmasse etwas schuldig sind, ist aufgegeben nichts an den Gemeinschuldner zu verabfolgen oder zu leisten, auch die Verpflichtung auferlegt von dem Besitze der Sache und von den Forderungen, fuer welche sie aus der Sache abgesonderte Befriedigung in Anspruch nehmen, dem Konkursverwalter bis zum 29. April 1886 Anzeige zu machen.

Kaiserliches Konsulargericht zu Canton.
O. F. VON MOELLENDORFF,
Stellvertr. Konsul.
804]

THE HONGKONG PIER AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that a GENERAL MEETING of the abovenamed Company will be held on MONDAY, the 26th day of April instant, at 12 O'CLOCK NOON, at the Office of Messieurs WOTTON AND DEACON, Solicitors, No. 35, Queen's Road Central, under the Provisions of Section 130 of the Companies' Ordinance No. 1. of 1865, when the Liquidator of the Company will lay before the Meeting an account showing the manner in which the winding up of the Company has been conducted and the Property of the Company disposed of and also for the purpose of deciding as to the disposal of the Books Accounts and Documents of the Company.

Dated the 3rd day of April, 1886.

A. COXON,
Liquidator.
860]

HONGKONG GENERAL CHAMBER OF COMMERCE.

A SPECIAL GENERAL MEETING OF THE MEMBERS will be held on TUESDAY, the 27th instant, at 4 P.M., at the CITY HALL, to nominate a Member of the Chamber to take the place of the HON. T. JACKSON, in the Legislative Council, during his absence from the Colony.

By Order,
H. U. JEFFRIES,
Acting Secretary.
Hongkong, 17th April, 1886. [806

THE HALL & HOLTZ CO-OPERATIVE COMPANY.

THE THIRD ANNUAL GENERAL MEETING OF THE SHAREHOLDERS will be held at the Company's Office, 13, Nanking Road, Shanghai, on FRIDAY, 30th April, 1886, at 11 O'CLOCK A.M., when the Report and Accounts for the year which ended 28th February, 1886, will be presented.

By Orders of the Directors,
W. W. CLIFFORD,
Secretary.
Shanghai, 9th April, 1886. [801

THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.

THE FIRST ORDINARY GENERAL MEETING OF THE SHAREHOLDERS will be held at the Company's Office, Shanghai, immediately after the above Meeting.

The TRANSFER BOOKS will be CLOSED from the 26th to the 30th instant (both days inclusive).

By Order of the Directors,
W. W. CLIFFORD,
Secretary.
Shanghai, 9th April, 1886. [802

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FIRST INTERIM BONUS of TWENTY PER CENT upon CONTRIBUTIONS for the year 1885 has This Day been declared.

WARRANTS may be had on application at the Office of the SOCIETY on and after the 30th instant.

By Order of the Board,
N. J. EDE,
Secretary.
Hongkong, 16th April, 1886. [803

THE KORSCHELT ICE DEPOT.

WE Have This Day been appointed AGENTS for the KORSCHELT ICE DEPOT and are now ready to SUPPLY ICE from our Depôt, Pedder's Street (near the HONGKONG HOTEL), in quantities from 5 lbs. and upwards, at the rate of ONE CENT per lb., offering special arrangement to large consumers.

The Blocks of Ice weighing up to 700lbs. each are specially adapted for shipping purposes.

F. BLACKHEAD & Co.,
Agents.
Hongkong, 1st April, 1886. [698

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$7,500,000.
RESERVE FUND	4,500,000.
RESERVE FOR EQUALIZATION OF DIVIDENDS	500,000.
RESERVE LIABILITY OF PROPRIETORS	7,500,000.

COURT OF DIRECTORS:—
Chairman—A. MCIVER, Esq.
Deputy Chairman—M. GROTE, Esq.
C. D. Bottomley, Esq.
H. L. Dalrymple, Esq.
H. Hoppius, Esq.
E.H.M. Huntington Esq.
Hon. W. Keswick.
A. P. McEwen, Esq.
Hon. F. D. Sassoon.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.

On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Hongkong, 27th February, 1886. [5

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to Depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked ON HONGKONG SAVINGS BANK BUSINESS is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 8th May, 1885. [6

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL	£2,000,000.
PAID UP	£ 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such Claims purchased.

1.—BY AN IMMEDIATE PAYMENT IN CASH of not less than 90 per cent. for the whole Claim.

2.—AT 100 PER CENT., payment being made in fully paid Scrip of the CORPORATION'S 3½ Perpetual Debenture Stock, carrying interest from date of issue, and exchangeable for Stock Warrants of $100 with Half-yearly Interest Coupons attached, on the Scrip being made up to any even multiple of 100.

HOLDERS of this Stock incur no liability whatever.

H. A. HERBERT,
Manager, Hongkong Branch.
Hongkong, 16th February, 1886. [7

INTIMATIONS.

WANTED.

FOR THE SINGAPORE CLUB.

A SECRETARY (not a Member of the Club), to Undertake the whole Management of the CLUB, with the assistance of a EUROPEAN STEWARD. Probable Salary $150 per month with allowance for a Clerk at not exceeding $20 per month.

For Further Particulars, apply to the
CHAIRMAN OF COMMITTEE.
Singapore, 7th April, 1886. [794

WANTED.

FOR THE SINGAPORE CLUB.

A EUROPEAN STEWARD with a thorough knowledge of COOKING; qualified to cater for the Club, and to Undertake the management and control of the Native Servants.

Probable Salary $100, per month with Food found.

For Further Particulars, apply to the
CHAIRMAN OF COMMITTEE.
Singapore, 7th April, 1886. [795

WANTED.—EMPLOYMENT, BY A YOUNG MAN, thoroughly versed in Tea, Silk Piece Goods, Matting, and General Office Business. Understands BOOKKEEPING, and has Good Testimonials.

Coast Ports Preferred.

Address, B.,
Care of the *Hongkong Daily Press*.
Hongkong, 8th April, 1886. [742

WANTED—FOR JAPAN.

A COMPETENT REPORTER.

Address, stating Terms, &c., to
J. R. A.,
P. O. Box 24,
Yokohama.
776]

THE HONGKONG ICE COMPANY, LIMITED.

SHAREHOLDERS are hereby notified that on Presentation of their SHARE CERTIFICATES at the Head Office of this Company, NEW ONES will be issued in EXCHANGE in accordance with the Resolution recently passed.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 1st April, 1886. [691

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

ON and after SUNDAY, the 4th instant, the PRICE OF ICE will be ONE CENT PER POUND.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 3rd April, 1886. [711

AUCTIONS.

PUBLIC AUCTION.

LANE, CRAWFORD & Co. will Sell by Public Auction,

TO-MORROW,

the 20th April, 1886, at 2 O'CLOCK P.M., at the Residence of H. L. DALRYMPLE, Esq., at the Peak,

THE WHOLE OF HIS

ELEGANT ENGLISH AND SHANGHAI-MADE HOUSEHOLD FURNITURE,

Comprising:—

BROCADE AND TAPESTRY COVERED CHAIRS, COUCHES, EBONIZED and CARVED EBONY WHATNOTS, SIDE-TABLES, ELECTRO-PLATED WARE, GLASS and CROCKERY WARE, WALNUT SIDEBOARD, MOROCCO COVERED CHAIRS, BRASS BEDSTEAD, HORSE HAIR and SPRING MATTRESSES, WARDROBE with MIRROR FRONT, DRESSING TABLES, CHILDREN'S BEDS, &c., &c.

ALSO,

1 HANDSOME INDIAN CARPET.
1 GRAND PIANO, by COLLARD & COLLARD.
PLANTS IN POTS.
&c., &c., &c.

LANE, CRAWFORD & Co.
Auctioneers.
Hongkong, 13th April, 1886. [779

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

(ON ACCOUNT OF WHOM IT MAY CONCERN),

at the Godowns of

Messrs. TAM WHEONG SING & Co., Swatow,

on

WEDNESDAY,

the 21st instant, at TWO O'CLOCK P.M.,

About 5,000 Cases FISH OIL.
900 Tubs CAMPHOR.
1,500 Cases CAMPHOR OIL.
40 Cases PEPPERMINT OIL.
100 Cases ANTIMONY.
100 Cases JAPANESE CURIOS.

All more or less damaged by Sea Water.

TERMS OF SALE.—Cash, weighed at 7.27, on the fall of the hammer, and all Lots with all faults and errors of description, whatever, to be at Purchaser's risk and expense as soon as knocked down.

QUELCH & Co.
Auctioneers.
Swatow, 10th April, 1886. [769

NOTICES TO CONSIGNEES.

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship

"GLENAVON,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned whence and/or from the wharves or boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY, the 16th inst.

Cargo, remaining undelivered after the 23rd instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be Countersigned by
JARDINE, MATHESON & Co.
Hongkong, 16th April, 1886. [798

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

THE Company's Steamship

"KAISOW,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of Messrs. Jardine, Matheson & Co., West Point, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before NOON, on the 24th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th instant, will be subject to rent.

Optional cargo will be forwarded unless notice to the contrary be given before NOON, TO-MORROW.

Bills of Lading will be countersigned by
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 16th April, 1886. [807

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LEITH, LONDON, AND SINGAPORE.

THE Steamship

"BENVENUE,"

Captain Thomson, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside. Consignees of Nailrod Iron are particularly requested to take delivery from steamer in their own boats, failing which the Captain will not be responsible for any mixing of different lots that may arise from discharging into other lighters.

Cargo impeding the discharge of the vessel will be landed and stored into Godowns of the Undersigned at Consignees' risk and expense.

Optional Cargo will be forwarded on unless notice to the contrary be given before 2 P.M. TO-DAY, the 15th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 22nd inst., will be subject to rent.

All Claims must reach us before 4 P.M. of 25th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 15th April, 1886. [791

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship

"TAISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into Jardine, Matheson & Co.'s West Point Godowns, whence delivery may be obtained.

Cargo remaining undelivered after the 21st inst., will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
~~Hongkong, 14th April, 1886.~~ [787

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

Ex "AVA,"

A F P (in diamond) 5112/13=2 Cases Soap from London to Order.

G. DE CHAMPEAUX,
Agent.
Hongkong, 14th April, 1886.

INTIMATIONS.

HONGKONG POLICE ATHLETIC SPORTS,

TO-DAY (MONDAY),

the 19th April, 1886.

PATRON.
HIS EXCELLENCY THE ADMINISTRATOR,
HON. W. H. MARSH, C.M.G.

PRESIDENT:
W. M. DEANE, Esq.,
Captain Superintendent of Police.

STEWARDS:
The Hon. E. J. Ackroyd
Lt.-Col. Anderson, 58th
G. C. Anderson, Esq.
W. M. B. Arthur, Esq.
Dr. P. B. C. Ayres, "
J. S Brewer, Esq.
Col. Crawford, R.A.
Major Dempster
The Hon. A. Listor
J. H. Stewart-Lockhart, Esq.
E. Mackean, Esq.
A. P. McEwen, Esq.
A. McIver, Esq.
J. Mudie, Esq., C.E.
The Hon. Sir G. Phillippo, Knt.
A. Falconer, Esq.
Col. Foster, 58th Rgt.
J. J. Francis Esq., Q.C.
Major-Genrl. Gordon
H. F. Hayllar, Esq.
N. G. Mitchell-Innes, Esq.
G. H. B. Wright, Esq.
The Hon. J. M. Price
Capt. Rumsay, R.N.
His Honour Justice Russell.
The Hon. P. Ryrie
The Hon. F. Stewart
A. P. Stokes, Esq.
A. K. Travers, Esq.
A. G. Wise, Esq.

JUDGES:
Lieut.-Col. Anderson
G. C. Anderson, Esq.
Major Dempster
J. J. Francis, Esq., Q.C.
A. P. McEwen, Esq.
The Hon. P. Ryrie
A. P. Stokes, Esq.

STARTERS:
W. M. B. Arthur, Esq.
H. F. Hayllar, Esq.

REFEREE:
J. H. Stewart-Lockhart, Esq.

COMMITTEE:
Acting Chief Inspector T. Grey
Inspector J. Cradock
Inspector D. Thomson
Inspector J. Matheson
Inspector Lindsay
Inspector A. Mackie
Inspector W. Quincey
Inspector W. Stanton
Sergt. G. Hennessy
" J. Robertson
" A. Mann
" G. Sauers
Constable Ford
Jamadhar Sarmuk Singh
Sergt. Sheik Allum
G. J. W. King, Esq.

HON. TREASURER:
F. S. de Souza, Esq.

OFFICIAL TIME KEEPER
J. Mudie, Esq., C.E.

CLERK OF THE COURSE:
C. W. Duggan, Esq.

With permission of Col. FOSTER and OFFICERS, the Band of the 58th Regiment have kindly volunteered their services.

PUTTING THE SHOT, 18lbs.—7 feet run (no follow). For Police only. Three throws. Three prizes: 1st presented by G. C. ANDERSON, Esq., 2nd and 3rd from Fund.

RUNNING LONG JUMP.—For Police only. Three prizes: 1st presented by the Hon. E. J. ACKROYD, 2nd and 3rd from Fund.

THROWING THE HAMMER, 16lbs.—Open to all comers. Three throws. Three prizes: 1st presented by J. S. BREWER, Esq.; 2nd and 3rd from Fund.

HIGH JUMP.—For Police only. Three prizes, from Fund.

100 YARDS FLAT RACE.—For Police only. Three prizes: 1st presented by A. MCIVER, Esq.; 2nd by J. P. LIDSTONE, Esq.; and 3rd from Fund.

HOP, STEP, AND JUMP.—For Police only. Three prizes: 1st presented by A. HOGG, Esq.; 2nd and 3rd from Fund.

TUG-OF-WAR.—Open to all Chinese in Government employ. Ten a-side. Fifteen feet to be pulled over. No sitting down nor spikes allowed. Prize presented by the Hon. F. STEWART, LL.D.

EGG AND SPOON RACE, 100 YARDS.—For Police only. Three prizes: 1st presented by A. G. WISE, Esq.; 2nd and 3rd from Fund.

HURDLE RACE, 120 YARDS, SIX FLIGHTS.—For Indian and Chinese Police only. Three prizes: 1st and 2nd, presented by W. M. B. ARTHUR, Esq.; 3rd from Fund.

THREE LEGGED RACE.—For Police only. Three prizes from Fund.

RACE FOR INDIAN POLICE.—Once round. Three prizes: 1st and 2nd presented by A. K. TRAVERS, Esq.; 3rd from Fund.

EUROPEAN WRESTLING.—For Police only. Cumberland Style. Best of three throws for last pair. Prize presented by E. MACKEAN, Esq.

RACE FOR CHINESE POLICE.—Once round. Three prizes: 1st and 2nd presented by J. H. STEWART-LOCKHART, Esq.; 3rd from Fund.

TUG-OF-WAR.—For Sikhs and Gun Lascars. Ten a-side. Fifteen feet to be pulled over. No sitting down and spikes allowed. Prize from Fund.

QUARTER MILE RACE.—For Police only. Three prizes: 1st presented by H. E. the Officer Administering the Government; 2nd and 3rd from Fund.

HURDLE RACE, 120 YARDS, SIX FLIGHTS.—For European Police only. Three prizes: 1st presented by J. J. FRANCIS, Esq., Q.C.; 2nd and 3rd from Fund.

GIRLS' RACE.—For Daughters of Members of the Police Force, over six and under ten years of age. To be handicapped by the Starters. Two prizes presented by Mrs. DEANE.

BOYS' RACE.—For Sons of Members of the Police Force, over five and under eleven years of age. To be handicapped by the Starters. Two prizes presented by Master HUBERT DEMPSTER (The Slasher).

HALF MILE FLAT RACE.—For European Police only. Three prizes: 1st presented by Dr. P. B. C. AYRES; 2nd and 3rd from Fund.

VETERANS' RACE.—For Members of Police of ten years service in the Hongkong Police, 100 yards. To be handicapped by the Committee. Two prizes: 1st presented by Major DEMPSTER; 2nd by W. M. DEANE, Esq., Captain Superintendent of Police.

SWORD DANCE, REELS, STRATHSPEYS, &c.—Open to all comers. Prize presented by the Hon. P. RYRIE.

MOST CHARACTERISTICALLY DRESSED HIGHLANDER.—Open to all comers. Prize presented by A. FALCONER, Esq.

BAG PIPE COMPETITION.—Open to all comers. (Full Highland Costume). Prize presented by Lieutenant-Colonel ANDERSON.

ONE MILE HANDICAP RACE.—Open to all comers. Three prizes: 1st presented by A. P. MCEWEN, Esq.; 2nd and 3rd from Fund.

TUG-OF-WAR.—Open to Navy, Military, Volunteer, Fire Brigade, and Police. Ten a-side. Fifteen feet to be pulled over. No sitting down nor spikes allowed. Prize, from Fund, $25.

ASIATIC CONQUEROR'S TUG-OF-WAR.—A Forced entry for the winning teams of No. 7 and 14. Prize presented by HIS HONOUR JUSTICE RUSSELL.

100 YARDS WATER BUCKET RACE.—For Police only. Three prizes, from Fund.

120 YARDS HANDICAP RACE.—For the Band of the 58th Regiment. Three prizes, from Fund, $15, $10, and $5.

100 YARDS RACE.—Open to Inspectors, Full Sergeants, and Office Staff. Two prizes: 1st presented by H. E. the Officer Administering the Government; 2nd from Fund.

FULLY EQUIPPED RACE, 100 YARDS.—For Police only. (Full winter uniform and Cap belt and truncheon in case, lamp and regulation boots). Three prizes: 1st presented by Employés of the H. K. & W. Docks; 2nd presented by W. M. DEANE, Esq.; and 3rd from Fund.

SPORTS TO COMMENCE at 11 A.M. PRECISELY.

Post entries allowed.

Owing to the damage done to the Ground by the Rain these Sports are postponed until further notice.

C. W. DUGGAN,
Clerk of the Course.
Hongkong, 17th April, 1886. [805

INTIMATION.

THE HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY MEETING OF SHAREHOLDERS will be held at the Registered Office of the above Company, No. 7, Queen's Road Central, Victoria, Hongkong, TO-MORROW (TUESDAY), the 20th day of April, 1886, at THREE O'CLOCK IN THE AFTERNOON, for the purpose of confirming the Special Resolutions proposed and passed at the last Meeting of the Shareholders held on the 3rd day of April, 1886.

NOTICE IS HEREBY GIVEN THAT, the aforesaid Resolutions being duly confirmed, an EXTRAORDINARY MEETING OF SHAREHOLDERS will be held at the Registered Office of the Company, No. 7, Queen's Road Central, Victoria, Hongkong, TO-MORROW (TUESDAY), the 20th day of April, 1886, at A QUARTER-PAST THREE O'CLOCK IN THE AFTERNOON, for the purpose of passing a Special Resolution to empower the Board of Directors to subdivide the present Shares of $100 each of the Company into Shares of $20 each.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.
Hongkong, 3rd April, 1886. [721

NOTICE.

THE HONGKONG, CANTON, & MACAO STEAMBOAT COMPANY, LIMITED.

THE CERTIFICATE OF 10 SHARES in this Company Nos. 448/457 standing in the Register in the name of MR. LEE SAT CHEONG, HAVING BEEN LOST, Notice is hereby given, that a NEW CERTIFICATE for the said 10 Shares will be issued a Fortnight hence and that the Original Certificate, unless produced within that period, will thereafter be held by the Company as null and void.

Dated the 9th April, 1886.

By Order of the Directors,
T. ARNOLD,
Secretary.
751]

NEW ADVERTISEMENTS.

CHIARINI'S ROYAL ITALIAN CIRCUS AND ZOOLOGICAL AGGREGATION.

SPECIAL ANNOUNCEMENT.

THE PAVILIONS AND MENAGERIE OPEN EVERY NIGHT AT 8.

EQUESTRIANISM, GYMNASTICS, AND HIPPIC SPORTS COMMENCE AT 9 SHARP.

TO-NIGHT (MONDAY),
the 19th April, 1886.

ANOTHER GRAND AND BRILLIANT CHANGE OF PROGRAMME.

The Residents of the Colony in UNANIMOUS APPRECIATION of this Solid and Marvellous Company.

COMPLETE CONGRESS OF WONDERS EXHIBITED IN THREE HOURS' TIME.

ALL THE LADY EQUESTRIENNES, Miss EMMA STOODLEY, Miss IDA STOODLEY, Mlle. VICTORIA BLANCHE, and La Petite ROLLAND in different Acts of skill and daring.

The Famous Zetina Family, in their Graceful Pancratic Evolutions and "JEUX DE SALON."

Signor CHIARINI will introduce his magnificent Coal-Black Colts, Generals "GRANT," "PRIM," and "GARIBALDI."

Mr. HENRY GODFREY, the great English Clown in new and excruciating Comic Scenes.

MR. EUZEBIO ZURRUNER, the Australian Somersault Thrower and General Performer upon a running Horse.

MESSRS. FRENCH AND ANGELO, DISTINGUISHED GYMNASIARQUES and mirth provoking Clowns, from Follis Berger, Paris.

DON'T FAIL TO SEE THIS CIRCUS AND THE WHOLE COMBINATION.

L. MAYA, Secretary.
Hongkong, 19th April, 1886. [816

KELLY AND WALSH, LIMITED, HAVE JUST RECEIVED

MYTHICAL MONSTERS, by Chas. Gould, B.A., F.G.S., &c.—Royal 8vo. 407 p.p. profusely illustrated. CONTENTS—On some remarkable Animal forms,—Extinction of Species,—Antiquity of Man,—The Deluge not a myth,—On Translation of Myths between the Old and New World,—The Dragon,—The Chinese Dragon,—The Japanese Dragon,—The Sea Serpent,—The Unicorn,—The Chinese Phoenix, &c., &c.

Sun Glasses and Goggles—Nickel Mounted.

Chesterman's Steel Tape Measures—French and English Measurements.

Porcelain Menu Tablets.

Meerschaum Bowls and Cherry Wood Stems.

The Waterbury Watch; Nickel Plated—A Splendid Time Keeper and marvellously Cheap, $4.00 each.

New Stock of Photo Albums.

Handsomely bound Prayer and Hymn Books.

Brampton's Automatic Spring Files, the most convenient method of filing documents for ready reference.

Nickel Plated Air and Spring Guns.

Powerful Reading Glasses. Field and Opera Glasses.

Blotting Cases, Tourist's Cases, Writing Desks.

New Stock of Account Books, Memorandum and Manuscript Books.

Squeezer Playing Cards—Plain & Gilt Edges.

KELLY & WALSH, LD., HONGKONG.
24]

NETHERLANDS-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM BATAVIA, SINGAPORE, AND SAIGON.

THE Company's Steamship

"CELEBES,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, are being landed at their risk into Jardine, Matheson & Co.'s West Point Godowns whence delivery may be obtained.

Cargo remaining undelivered after the 24th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 17th April, 1886. [810

STEAMSHIP "NATAL."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London Ex S. S. "YOROUBA," from Antwerp Ex S. S. "OPAL," from Havre Ex S. S. "YOROUBA," and from Bordeaux Ex S. S. "PRESIDENT LEROY LALLIER & EYRIAND DES VERGUES," in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M., TO-DAY (SATURDAY), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after SATURDAY, the 24th instant, at NOON, will be subject to rent and landing charges at one cent per package per diem.

All Claims must be sent in to me on or before the 26th inst., (MONDAY), or they will not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 17th April, 1886.

NEW ADVERTISEMENTS.

THEATRE ROYAL, CITY HALL.

IMPORTANT ANNOUNCEMENT.

SATURDAY,
the 24th April, 1886.

GRAND COMPLIMENTARY
AND
FAREWELL BENEFIT
TO
MISS FLORENCE SEYMOUR.

When will be produced on a Scale of Magnificence and Completeness hitherto unattempted the evergreen

H. M. S. "PINAFORE."

Watch future advertisements and make a note of the Cast.

Hongkong, 19th April, 1886. [815

IN THE VICE ADMIRALTY COURT OF HONGKONG.

SUIT No. 24.

MACGREGOR and OTHERS—PLAINTIFFS.
AGAINST
THE STEAMSHIP "CAMORTA."

THE Undersigned will (pursuant to a Commission for Sale issued herein) Sell by Public Auction, on

SATURDAY,

the 8th day of May, 1886, at 11 O'CLOCK in the FORENOON, (on Board),

THE IRON SCREW STEAMSHIP

"CAMORTA,"

1430/2094 Tons Register.

AS SHE NOW LIES AFLOAT in this Harbour with a portion of the Stem and Forefoot and several Bow Plates gone.

The Vessel was Built by A. J. INGLIS at Glasgow in November, 1880, and Classed 100A1 at Lloyds.

Length 285 feet 2", Breadth 35 feet 2", Depth 24 feet 1". Is fitted with two direct acting compound Engines of 200 H.P. nominal, Cylinders 34 in. by 60 in., Stroke 45 in.

TWO BOILERS working pressure 75 lbs.

The "CAMORTA" has Five Watertight Bulkheads and Three Decks.

The WEATHER DECK is of Iron planked with Teak, has full Poop with large Accommodation for First Class Passengers.

BRIDGE DECK under which are berthed the Officers and Second Class Passengers and a Topgallant Forecastle for the Crew.

The Vessel has a Double Bottom, which holds Two Hundred and Ninety Five Tons of water ballast, and is a most suitable craft for the China, Japan, Indian or Australian Trades.

For Further Particulars, apply to the Undersigned or Messrs. SHARP, JOHNSON, & STOKES, Solicitors, Supreme Court House.

F. A. HAZELAND,
Marshal of the Vice Admiralty Court of Hongkong.
17th April, 1886. [814

STANDARD LIFE POLICIES

Of five years standing and upwards may be revived within thirteen months, on payment of a small fine, without Medical Certificate, and in the event of death occurring under a lapsed Policy within these thirteen months, the claim is binding on the Company. The surrender value is from 40 to 45 per cent. of class A premiums paid, and if not claimed remains at credit of parties interested for five years. Policies of less than five years standing can be revived on very liberal terms.

PREMIUMS Moderate. Conditions liberal. Every facility afforded for despatch of business. Proposal Forms on application.

THE BORNEO COMPANY, LIMITED,
Agents, Hongkong.
Hongkong, 19th April, 1886. [808—2

FOR SWATOW AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

THE Company's Steamer

"MONGKUT,"

Captain P. H. Loff, will be despatched for the above Ports TO-MORROW, the 20th inst., at NINE A.M.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Hongkong, 19th April, 1886. [811

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship

"HAIPHONG,"

Captain Harris, will be despatched for the above Ports on WEDNESDAY, the 21st inst., at NINE A.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 19th April, 1886. [812

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN, DIRECT.

THE Company's Steamship

"KWONGSANG,"

Captain Wood, will be despatched as above on or about the 24th instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 17th April, 1886. [809

FOR SINGAPORE, HAVRE, AND HAMBURG, VIA SUEZ CANAL.

THE Steamship

"POLYHYMNIA,"

Captain R. Böhme, will be despatched for the above Ports on MONDAY, the 26th instant, at FIVE P.M.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.
Hongkong, 19th April, 1886. [813

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, & TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT & ADRIATIC PORTS).

THE Company's Steamship

"AMPHITRITE,"

Captain B. Gelcich, will be despatched as above on SATURDAY, the 1st of May, at NOON.

For Further Particulars regarding Freight and Passage, apply to the Agency of the Company, Praya Central.

O. BACHRACH,
Agent.
Hongkong, 17th April, 1886. [388

PIANOS.

THE Undersigned begs to announce that he is SOLE AGENT for Hongkong, China, Corea, and Japan for the Sale of PIANOS, by Messrs. M. F. RACHALS & Co., Hamburg, and Messrs. SCHIEDMAYER & Co., Stuttgart.

SYDENHAM MOUTRIE,
THE PIANOFORTE AND MUSIC WAREHOUSE,
Shanghai.
1st January, 1886. [89

NOTICE TO CORRESPONDENTS.

"W. L. M. C."—In reply to your inquiry we are unable to recognise any difference in the status of the master of a sailing vessel and that of the commander of a merchant steamer.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

The Daily Press.

HONGKONG, APRIL 19TH, 1886.

His Excellency the Acting Governor, when speaking on the report of the Special Committee appointed to consider the proposed increase of the Stamp duties, quoted the opinion expressed by one of the unofficial members "that the ordinary revenue which we shall receive will be sufficient to meet all calls made upon it," and said—"Whether this opinion will prove a correct one it is of course impossible to foresee. I believe myself that at some future date extra taxation will become absolutely necessary." This depends entirely on what public works are to be executed and the time of their execution. That the revenue on the present basis of taxation will always prove more than sufficient to cover the ordinary expenditure there can be no manner of doubt; but if we are in the immediate future to spend some millions of dollars on public works the wherewithal will certainly have to be obtained by some means, either by increased taxation or by borrowing money. A loan of £200,000 has already been decided on, but this will be insufficient to cover the cost of all the various large works which have been recognised as desirable. The balance in the hands of the Colonial Treasurer at the end of last year was $140,701. Add to this the $1,200,000 to be obtained by loan and we have a total sum of $1,240,000 available for extraordinary works. As a first charge on this amount we have the cost of the completion of the Taitam waterworks and the defences. The Taitam waterworks were originally estimated to cost $560,000, but the estimate has since increased to $900,000, of which $400,000 had been expended up to the 30th June last, leaving $500,000 still to be spent at that date. For the defence works the original estimate was $309,000, and a further demand for £60,000 has since been made by the home Government, bringing the total up to $660,000 in round numbers. Towards this amount $44,500 had been expended up to the 30th June last. We have no figures before us to show the expenditure on these extraordinary works (defences and waterworks) during the latter half of last year, but we may take it roughly to have been something like $200,000, the total expenditure on extraordinary public works during last year having been $475,000. The case therefore stands thus: out of $1,240,000 consisting of present assets and the loan which is to be raised we have to provide over $900,000 for the completion of the waterworks and the defences, thus leaving something over $300,000 towards the cost of the other extraordinary works projected. These are: Sanitary works, $1,500,000; new Central Market, $150,000; for resumptions, to which must be added the cost of building, say $175,000 in all; completion of Victoria College, $50,000; and several smaller works; say $1,800,000 in all, towards which $300,000 will remain from the amount raised by loan. In face of these figures it may be asked, can increased taxation be much longer staved off? To this we reply that we see no reason for anticipating a necessity for any increase whatever. The works proposed cannot all be undertaken at once, however great the desire to do so might be, as the Surveyor-General's department could not stand the prodigious strain this would put upon it. The sanitary works must also perforce be deferred for the most part until the completion of the waterworks, which it is anticipated will take place in the latter half of next year. When they are undertaken they will occupy a number of years in their execution, and the cost will be distributed over the same length of time. These works, we may remind our readers, mean the complete reconstruction of the present drainage system of the colony and the construction of a large main sewer along the whole length of Queen's-road which is to convey the whole of the sewage of the city to a point far to the westward, where it will be discharged into the sea, instead of, as at present, being discharged by a number of sewers emptying themselves into the harbour at intervals along the Praya. The work is a very important one and ought to be undertaken as soon as possible, but, as we have already said, it must wait until the completion of the waterworks, and then it will occupy several years, as it will have to be done in small sections. The new Central School ought to be pushed on at once, and the new Central Market as soon as the Survey Department is in a position to deal with it. We see nothing in the financial state of the colony to justify any delay in these works. The colony does not happen to have in hand at the present moment sufficient money for the completion of the whole of them, if Mr. CHADWICK's scheme of sanitation is to be carried out in its entirety, but we entertain no misgivings whatever as to the ability of the colony to charge itself with them. We think it will be safe to reckon on an annual surplus of $20,000 after providing for the ordinary expenditure, judging from present appearances, which in ten years would give $200,000, and as the premia on land sales during the past ten years amounted to $450,000 it may be expected to reach the same amount during the next ten years, all of which would be available for the extraordinary works referred to. To meet the balance of the cost another loan will probably have to be raised some years hence, by which time a large proportion of the loan now about to be contracted will have been paid off. If, unfortunately, it should be the case that the revenue during the next few years does not show signs of expansion it may become necessary to consider whether Mr. CHADWICK's sanitary scheme to cost a million and half can be carried out in its entirety, or whether, on the principle of cutting one's coat according to his cloth, the colony will not have to be satisfied with something less elaborate. We in no way question the desirability of adopting the complete scheme if possible, but if financial exigencies do not admit of that, there can be no doubt that with the increased water supply the present system of drainage could at comparatively small cost be so far improved that the colony might be well content to put up with it until it was in a position to provide something better. In any case, before increasing the taxation, we may well wait until we are face to face with a deficit.

The delivery of the French mail was begun at 12.15 a.m. on Saturday.

The German gunboat *Iltis* left this port on Saturday afternoon *en route* for Europe.

H.B.M.'s corvette *Constance*, Captain S. H. P. Dacres, arrived here yesterday from a cruise.

The British composite gunboat *Firebrand*, Lieut.-Commander Dickson, returned from a cruise on Saturday.

General de Negrier was a passenger by the German steamer *Alwine*, which arrived here yesterday from Haiphong.

The O. & O. steamer *Oceanic*, with American mails, &c., left San Francisco on the 3rd inst. for Yokohama and this port.

M. Thomson, formerly Governor of Cochin-China, has been appointed Minister Plenipotentiary for France at the Hague.

The Agent informs us that the Austro-Hungarian Lloyd's steamer *Amphitrite*, from Trieste, left Singapore for this port on Saturday morning.

A notification in the *Government Gazette* announces that the 26th inst., being Easter Monday, will be observed as a holiday in the Government Offices.

A Japanese vernacular paper at Yokohama states that a British steamer has been chartered by the Treasury Department to carry Miike coal to Hongkong.

Mr. Feindel arrived here on Saturday by the steamer *Peking* to assume charge of the German Consulates in Hongkong and Canton pending the arrival of Mr. Pelldram.

We learn from the Agent that the P. M. S. S. Co.'s steamer *City of Sydney*, with San Francisco dates to the 24th ult., has arrived at Yokohama, and sailed for this port on Saturday.

The British brig *Emily* was sold at Yokohama on the 3rd inst., becoming the property of the P. M. S. S. Co., by whom she will be used for hulk purposes at a price equal to $5,000.

The British corvettes *Heroine*, Captain F. R. Blackburne, and *Satellite*, Captain A. H. Allington, on the Pacific Station, were to leave Coquimbo on the 10th March for the China Station.

We hear that at a meeting of the Hongkong Game Association held on Friday evening it was resolved to dissolve the Association. Some criticisms were passed on the action of the late honorary secretary.

A meeting of the creditors of the late firm of Russell, Sturgis & Co. will be held at Manila to-day, at the offices of Messrs. Inchausti and Co., when the estate will be wound up and the liquidation completed.

The British barque *Mohawk*, while on her passage from this port to Manila, where she arrived on the 10th instant, picked up a couple of shipwrecked Manilamen who attracted her attention on Tibano island.

The threatening appearance of the weather on Saturday evening militated against a large attendance at Chiarini's Circus, but those who were present were well repaid for their visit. To-night there will be another change of programme introducing several novelties.

It is notified in Saturday's *Gazette* that His Excellency the Acting Governor has appointed Mr. Francis Henry May, Passed Cadet, to be Acting Assistant Registrar-General, *vice* Mr. N. G. Mitchell-Innes, doing duty as Acting Police Magistrate and Coroner.

The French steamer *Uruguay*, from Toulon, with 400 military passengers, and the Russian str. *Tzaritza*, with 500 emigrants from Odessa, arrived in Singapore on the morning of the 10th inst. The *Uruguay* was bound to Tonquin, and the *Tzaritza* to Vladivostock.

The *Japan Mail* says that Captain Powlett, of H.B.M.S. *Champion*, has been directed, with the consent of the Japanese Government, to proceed with his vessel to Owari Bay for the purpose of determining the relative advantages of places proposed as accessible ports in that district.

The Criminal Sessions for April will be held at the Supreme Court to-morrow. There are a number of cases to be tried, the most important being a charge of unlawful possession of the bangles of the woman murdered at Shaukiwan against the prisoner formerly charged with the murder.

The Chinese Authorities are commencing to move from the Associated Wharves at Shanghai the shot and shell belonging to the 40-ton Armstrong guns. The shots weigh 810-lbs. each and are fired with a battering charge of 200-lbs. of powder. The diameter of the shot is 12¼ inches.—*Daily News.*

In reference to the *N. C. Daily News* paragraph about the steamer *Peking*, that paper has authority for stating that her collision with the fishing boat was not so serious as first reported. The accident, which occurred between Turnabout and Tungying, was unavoidable, owing to the large number of small craft about. The boat was damaged, but not seriously.

The Hongkong Police Athletic Sports will take place to-day on the Cricket Ground, commencing at 11 a.m. There are thirty events to be worked off, and these include several novelties. The Band of the Northamptonshire Regiment has volunteered to be present, so the charms of music will not be wanting. We trust the weather will prove fine without being uncomfortably warm.

The *Daily News* says:—A serious accident occurred in Hongkew on Monday night (12th inst.) at about a quarter past ten o'clock. It appears that there was a row of houses in a dilapidated condition, and as they were considered unsafe, the agents gave the occupants notice to quit. This most of them did, there being only one family left, and they wanted compensation. Without any warning, the whole of the row of houses suddenly fell, burying under the ruins the family. As soon as the alarm was given the people were got from under the ruins, but it was found that one man had been so severely injured that he is not expected to live.

The *Japan Mail* says:—It is reported that one of the passengers by the steamer *Nagoya Maru* which came into Yokohama harbour on the morning of the 8th inst. from Shanghai, was drowned on the voyage up. About 8 o'clock p.m. on the 7th inst., Rock Island bearing E. ½ N. distant about 14 miles, Miss Davis, one of the passengers, was missed. A search was made but without success, and it is supposed the lady had jumped overboard.

Mr. J. Spooner, chief excise officer in the employ of the Opium Farmer, was again before the Police Court on Saturday, on the charge of deserting from the Singapore Police Force. Mr. Wotton appeared for the defence, and Sergt. Raffin, of the Singapore Police, appeared with the necessary documents for prosecuting the defendant. The case was further remanded for a week, bail being granted for the defendant as before in one surety of $1,000.

Captain Allison, of the steamer *Feilung*, reports that on 30th March he sighted an island which is not marked on the chart. He took the position by observation and found it to be in lat. 1.25 S. and long. 143.23 E. The island is to the westward of the Echiquier Island. This island is probably the same one that was reported some two years ago by the Captain of the *Tannadice*. The island has trees on it and is about two miles long.

By the French mail steamer *Natal*, Prince Louis Napoleon Bonaparte, second son of Prince Jerome Bonaparte and of Princess Clotilde of Savoy, and therefore grandson of the late King Victor Emmanuel of Italy, arrived here. His elder brother Prince Victor is generally recognised as the hope of the Bonapartists. Prince Louis, who is 22 years of age, is travelling under the name of the Comte de Moncalieri, and is on a tour round the world. He will return to Europe by way of San Francisco.

The returns of births and deaths for the fourth quarter of 1885, made by the Registrar-General, are published in Saturday's *Gazette*. There were 32 births and 45 deaths amongst the British and Foreign community, and 412 births and 1,245 deaths amongst the Chinese. The deaths amongst the British and foreign community were thus distributed:—British and Foreign, 9; Portuguese, 14; Indians, 4; non-residents, 18. The annual death-rate per 1,000 for the quarter was—for the whole population, 32.16; British and Foreign community, 18.53; ditto, deducting non-residents, 13.08; Chinese, 33.04.

It is with sincere regret we learn of the death of M. Scherzer, late French Consul at Canton, which occurred on board the M. M. steamer *Djemnah*, in the Red Sea, while on the passage home. M. Scherzer, who acted for some time as Private Secretary to Admiral Courbet, contracted dysentery at the Pescadores, which he shook off to some extent on his return to Hongkong. He was subsequently appointed a member of the Franco-Chinese Frontier Delimitation Commission, and proceeded to Tonquin, but soon found his health giving way, and had to return here, when was invalided home. The disease, however, had made too great progress and he did not live to reach his native land. M. Scherzer was well known and liked in Hongkong, and he was a Chinese scholar of no ordinary attainments.

The Shanghai *Hupao* states that a Mining Company has been established in Kwangtung, and that recently a Chinese merchant wished to open the coal mines in Kung-chow, so he petitioned the high authorities to send a weiyuen to that place, and instruct him to report upon the matter. The inhabitants were found to be very hostile to the project, therefore it has been dropped for some time. But at present there is a military Mandarin, a native of Kwangtung, who has a fair knowledge of mining affairs, and he was accordingly recommended to the high Officials for this enterprise, and was despatched to Weichow at the beginning of this month, to survey the places where coal, copper, and iron abounded, and to make a formal report upon the same. This official expected to carry out the project in a satisfactory manner.

On Saturday evening next there will be a benefit performance at the City Hall Theatre, when the ever popular opera "H. M. S. Pinafore" will be produced. When we state that on that occasion so popular a public entertainer as Miss Florence Seymour will take her benefit, it will be seen we have reason to expect that there will be a large audience. Miss Seymour has made herself very popular here, and she certainly deserves well at the hands of the Hongkong public. There will be a very strong cast for "Pinafore," for the Company will be assisted by a number of lady and gentlemen amateurs. Miss Seymour will on this occasion appear as *Josephine*, and Miss Davenport as *Little Buttercup*, and there is every reason to expect that there will be one of the strongest representations of the opera that has been given in this colony.

The *Shanghai Courier* says:—"The Chinese Farmers of Lekin on Opium have now published four weekly returns of the quantity of opium passed through the Customs by foreigners on which lekin is not paid. From these returns it appears that the farmers lost the lekin on 296 chests in one month, which represents a loss of revenue of Tls. 25,456, or the enormous sum of Tls. 305,472 for the year. They could, therefore, well have afforded to pay the Municipal Council Tls. 100,000 per year for the assistance of the Municipal Police to prevent opium being smuggled through the Settlement into the country. The time is not far distant when the Chinese will be able to prevent all this loss of revenue, and foreigners here will not benefit in any way by the measures that will be adopted. On the contrary foreigners will lose along the entire line. We strongly advocated a local arrangement, but our advice was passed by unheeded."

Thus Mr. Labouchere in *Truth*:—"The appointment of Mr. J. G. Scott to the post of Assistant Commissioner for Upper Burmah ought to make the Tory job-masters feel thoroughly ashamed of themselves. Mr. Scott is not only a charming writer, but also a man thoroughly familiar with Burmese affairs and with the feelings of the natives. This fact would have been more than sufficient to deprive him of every chance of an appointment within the gift of the Salisbury-Halsbury-Iddesleigh Administration." —We quite agree with all that is said about Mr. Scott and might add something thereto in favour of that gentleman's social qualities and kindly disposition, but why the worthy editor of *Truth* should see in Mr. Scott's qualifications a reason for the Conservative Ministry passing him over passes comprehension. The real *truth*, as distinguished from Mr. Labouchere's journal, probably is that anything is good enough as a peg on which to hang an attack upon that gentleman's political adversaries.

In the course of Colonel Denby's letter on the prospects of railroads in China, dated Peking, November 5, a short summary of which has already been given from American papers, the following passage occurs:—"A complete working model railroad was recently procured from the United States. It consisted of one hundred feet of main track and sidings, with switches and turntable, a passenger locomotive and tender, mail and luggage cars, passenger cars, Pullman parlour and sleeping cars, different kinds of freight cars, a full section of seats and berths in sleeping car, &c. The cars were five feet long, and all other parts of the model were in equal proportion, and care had been taken to make the model throughout an exact representation in miniature of road, locomotive, cars, &c., in actual use in the United States, complete in the smallest detail. The motive power was clock work. This model was exhibited to the Viceroy, Li Hung-chang, in his yamen at Tientsin, in September last; and he expressed himself much pleased with it, and said he would exhibit it in Peking when he went there in October. On the 16th of October the model, which had been conveyed to Peking, was again exhibited before the Viceroy by his order, and on the following day the Viceroy presented it to Prince Chün, the Emperor's father. Several native mechanics who were able to work the model went with it to the Prince's palace and worked it successfully in the pleasure-grounds of the palace. The Prince was highly pleased, and thanked the Viceroy heartily. He also gave presents to the mechanics, and had them instruct his own attendants in the working of the model. Two days later the Prince sent the model to the Imperial palace, where it was exhibited to the Emperor and Empress Dowager, and worked successfully. Their Majesties were much interested and amused, and spent some time in a minute examination of the model. In was the first and most complete representation they had ever seen of the much talked of railroad, and it enabled them and the Prince to realize many of the benefits that this modern institution would confer on China. It is understood that the event materially assisted the Viceroy in his advocacy of railroads for China, and their Majesties lent a willing ear to all he had to say in favour of railroads, and agreed to allow him to prepare for their introduction into the country."

A correspondent in the North informs the *N. C. Daily News* that the Tonquin boundary question was not settled recently, but everything was going on well. The negotiations between England and China about Bhamo were progressing satisfactorily, and the arrangement would probably be the surrender of some border territory to China. The railway question had been set aside at Peking for some time past.

A Marine Court will assemble at the Harbour Office this morning at half-past ten o'clock to inquire into the circumstances attending the stranding of the P. and O. steamer *Venetia* on Isaka reef, off Tanabe Point, Japan, on the 27th ult. Perhaps Commander Rumsey would be good enough to alter the arrangements so as to enable the reporters to hear the witnesses better. At present the witnesses stand close to the President's shoulder with their back to the reporting table, and consequently it is a kind of confidential conversation between them and the Court, and accurate reporting is very difficult, especially as the President objects to the reporters passing on to each other, as they may have heard it, what the witness has said.

The *N. C. Daily News* says:—We are informed that the Compagnia di Navigazione Italiana (Rubattino and Florio United Companies) will extend their Far East line as far as Hongkong, running a steamer every two months and starting from that port on the 13th of June. The steamers will call at the following ports:—Singapore, Colombo, Bombay, Aden, Suez, Port Said, Catania, Messina, Naples, Leghorn, and Genoa, occupying in the whole trip forty-eight days. Of course it will take longer to reach the Mediterranean ports by the Italian than by the French mail steamers on account of the difference of route, the greater number of calls, and also because of the lengthened stay of the steamers in some of the ports. In Bombay, for instance, the Italian steamer, like that of the Austrian Lloyds, will remain six days, during which a passenger will be enabled to take a short trip to some part of India. This Company is said to be one of the most powerful in the world for paid-up capital as well as for the size of their fleet. They possess 106 steamers, and a number of very fast steamers are now in course of construction for them in England. Their steamers call regularly at all the ports of the Black and Mediterranean Seas, and trade to New York, New Orleans, and other North American ports, and to South America both on the Atlantic and Pacific side. From Hongkong to Callao through the Suez Canal, is the longest trip one can make under the flag of the same Company.

The following items are from the *London and China Express* of the 12th ultimo:—

M. Le Myre de Villers, formerly Governor of Cochin China, has been appointed Resident in Madagascar.

The Chinese Minister and the Marchioness Tsêng have held a reception, which was very numerously attended.

The Dutch mail steamer *Prinses Wilhelmina*, which put into Suez with thrust shaft broken, has repaired, and proceeded on the 6th inst.

Prince Hachisuka, the Japanese Minister to France and Spain, has been elected a member of the Geographical Society of Paris.

Mr. Robert Beadon, an English barrister, formerly in the Japanese service, but now settled at Hobart Town, has been appointed Japanese Consul for Tasmania.

The steamer *Achilles*, from Liverpool for Penang, &c., grounded in the Suez Canal on the 7th inst., but got off after unloading. A later telegram states she had reloaded and proceeded on the 8th inst.

Mr. Reginald S. Yorke, of the Chinese Customs, who is now on his way back to China, took his B.A. degree previous to his departure. Mr. Yorke was a scholar of St. Katharine's College, Cambridge.

The directors of the Union Steamship Company have decided to recommend at the ensuing general meeting a payment to the shareholders of 10s. per share on the fully-paid £20 shares, and 5s. per share on the new or £10 paid shares.

The *Gaulois* states that, despite semi-official assurances to the contrary, the negotiations between France and China, both as regards the Treaty of Commerce and the Delimitation of the Frontier, are at a standstill, owing to serious differences.

The two ironclad cruisers which have been ordered by the Chinese Government of the Vulcan Company, Stettin, will each be armed with two Krupp cannon, seven Hotchkiss ditto, of from forty-seven to thirty-eight millimètres calibre, and five torpedo guns.

M. Lemaire, whose name will be familiar to all our Eastern readers, has been appointed President of the Delimitation Commission for the French and English possession on the Red Sea. M. Lemaire's last office, it may be remembered, was that of Resident General of France in Annam and Tonquin. He holds the rank of Minister Plenipotentiary.

In a very interesting paper on Burmah which Mr. J. Annan Bryce read at the meeting of the Royal Colonial Institute on the 9th inst., while expressing great confidence in the enormous resources of our new territory, Mr. Bryce points out the deficiency of the labour which is so necessary for its full development. He advocates strenuous endeavours on the part of Government to secure a large emigration from India to counteract the probable influx from Southern China, which might possibly be attended with subsequent political complications.

M. Cremnitz, a Parisian publisher, has issued the prospectus of a work which he proposes publishing shortly. This will contain all the photographic views, to the number of 800, taken by Dr. Hocquard, who was attached to the expeditionary force during the operations in Tonquin. General Warnet having given permission for the publication. M. Cremnitz hopes to be able to place in the hands of the public during April an instalment of 200 photographs taken at the best known points in the interior. These, will, it is said, give an idea of the geographical, commercial, and ethnological features of the region.

We have reason to believe that the Indian Government has definitely decided to refuse the cession of the town of Bhamo to China, although there is no objection to allowing the Chinese to come down to the edge of the hill country, lying north and north-west of the town. It should, however, be remembered that the Indian authorities have all along offered a strenuous resistance to the demands of China, even including suzerainty, but that the Foreign Office have approached the question in a totally different spirit. The India Office proposes and the Foreign Office disposes in this, as in many other matters in our national dealings with China.

Vice-Admiral Fellowes, senior officer in command of the Channel Squadron, died at Gibraltar on the 8th inst. on board the *Minotaur*, of congestion of the liver. He had been ailing for some days, but his death was quite unexpected. Vice-Admiral Charles Fellowes, C.B., was born in 1823, and had rendered nearly fifty years' service to his country, having entered the navy in 1836. He was made sublieutenant in 1842, lieutenant in 1846, commander in 1855, captain in 1858, rear-admiral in 1876, and vice-admiral in 1880. He served in the *Spartan* during the latter part of the Burmese war; was lieutenant in command of the boats of the *Winchester* at an attack on a piratical fleet and stronghold at Tyn-Moon Bay, November, 1854, and for his bravery on that occasion he was promoted to the rank of commander. He also commanded the boats at an attack on pirates in the bay of Canton in November, 1856, and was employed in the destruction of the Fatshan flotilla of war junks in June, 1857, for which services he received the China medal and Fatshan clasp. He served in the 3rd Division of the Naval Brigade at the attack on Canton, when he was the first Englishman to scale the city walls, for which he was mentioned in the despatches and obtained the Canton clasp. He was made a C.B. in 1871, and appointed Superintendent of the Chatham Dockyard in June, 1876, which post he occupied till February, 1879.

LATEST TELEGRAMS.

LONDON, 16th April.

THE BRITISH BUDGET.

There is a deficit in the Budget which it is proposed to meet by the appropriation of £800,000 from the Sinking Fund. No increase of taxation is proposed.

CHOLERA IN BRINDISI.

Cholera has broken out in Brindisi.

[FROM "LE SAIGONNAIS."]

PARIS, 7th April.

COMMERCIAL MISSION TO CAMBODIA.

M. Calixte Imbert will leave soon for Indo-China on a Commercial Mission to Cambodia.

THE NEW FRENCH LOAN.

The French Chamber of Deputies has begun the discussion of the measure introduced by the Government to get power to contract a public loan.

MR. O'BRIEN'S BENEFIT AT THE CITY HALL.

After two or three thinly attended performances it was doubtless quite inspiriting to the Mascotte Opera Company to play to the capital house which filled the Theatre Royal, City Hall, on Saturday evening last. On that occasion Mr. Neil O'Brien, the Manager of the Company, took his benefit, and perhaps that gentleman's well deserved personal popularity in the colony tended in some degree to swell the audience. It is very satisfactory that, on the eve of the departure of this Company from the colony—probably never to return as a whole—their manager should have been accorded a good benefit, for no Company has ever visited Hongkong which has deserved better at the hands of the public. They are certainly the strongest combination we have here for many years, their numerous entertainments have all been given in a thoroughly painstaking and conscientious way, and outside the Theatre the members of the Company have made themselves many friends, and secured general respect. In return the Company has secured more sustained support than has fallen to the lot of many that have visited this colony during the many nights they have played at our Theatre on their various visits to the Colony. We believe that after the finish of their season in Hongkong the Company will break up, and the individual members will seek other fields on their own separate accounts. Doubtless many of them will be seen here again in other combinations, and if so they will be sure of a hearty welcome.

The performance of Saturday night was somewhat of a departure from the usual line of this Company the programme opening with a small operetta, and winding up with a comedy. The operetta was Offenbach's "Rose of Auvergne," a bright little sketch representing the difficulties besetting a rustic belle who was unable to make up her mind as to which she should marry of two lovers—*Pierre* the blacksmith, and *Alphonse* the shoemaker, the former distinguished by his personal prowess, having licked all the young men on the country side, whilst *Alphonse* was a dandy, and a man of fascinating manners. The scene between these two lovers and their coquettish inamorata is full of humorous incidents, and, well acted, the piece is amusing and pleasing enough. Miss Davenport took the part of *Fleurette*, the *Rose of Auvergne*, Mr. Farley that of *Pierre*, and Mr. Tyrrell *Alphonse*. All three acted capitally, and the little operetta went off with the greatest success, the audience being repeatedly convulsed with laughter, especially by Mr. Farley's admirable by-play.

The *pièce de résistance* was the comedy, an amusing Irish production entitled "O'Callaghan on his last legs." The man character in the play is *Felix O'Callaghan*, an individual who has run through his patrimony, and after failing at all kinds of ventures he at length tries to get the position of a teacher in a private academy. In this he fails also, and is on his last legs, when he gets a chance of personating a doctor, and in his desperation takes advantage of it on the prospect of a good fee. He gives the card of a fellow traveller named *Dr. Banks*, and attends *Charles Rivers*, who is shamming sickness in order to avoid being moved away from *Julia Banks*, who is staying in the same house. Alarmed at the drastic course of treatment the sham doctor proposes, *Charles Rivers* lets him into his secret, and receives an exchange of confidence, whereupon the two combine to hoodwink the young man's father, and the rest of the house. It so happens that a *Mrs. Montague*, *Charles Rivers's* aunt, an old flame of *O'Callaghan's* resides in the house. She almost upsets the whole thing by meeting the sham doctor in the room, but fortunately the lady still retains some of her old affection for him, and as she is now a widow with a large fortune *O'Callaghan* at once endeavours to improve the occasion by winning the lady. He is on the point of success when they are interrupted by another embarrassing incident for *O'Callaghan*. In the same house are also *Mrs. Banks* and her daughter *Julia*, the wife and child of *O'Callaghan's* fellow traveller, whose card he has used, and who, on account of some jealous quarrel had been separated from his family for ten years. *Mr. Rivers* determines to bring about a reconciliation, and he introduces the daughter to her supposed parent, and *O'Callaghan* keeping up the part, a most amusing scene occurs between the two. Just then *Mrs. Montague* comes in and denounces the sham father for deceiving her by pretending to be unmarried while he had a wife and child under another name, and leaves him without vouchsafing him an explanation, renouncing him for ever. At this juncture the real *Dr. Banks* appears and tells *O'Callaghan* that his object is to see his daughter apart from his wife, whom he is resolved not to meet again. *O'Callaghan* agrees to assist him, but causes him to meet his wife, and they are reconciled. Seeing matters thus cleared with regard to her old lover, *Mrs. Montague* again accepts him, and the union of *Charles Rivers* and *Julia* is consented to by their parents.

As *Felix O'Callaghan* Mr. Neil O'Brien had a heavy part to fill, but he was in every way equal to it, and we have never seen him in one in which he was more thoroughly at home. He was most natural and amusing throughout, and was well supported by the other members of the Company, Miss Davenport as *Julia*, Miss Seymour as *Mrs. Montague*, Miss Thompson as the servant, Mr. Tyrrell as *Mr. Rivers*, Mr. Vernon Reid as *Charles Rivers*, Mr. Walshe as *Dr. Banks*, Mr. Scott as *Thomas*, a servant at the Academy, and Mr. Crow, a local amateur, as *John*, servant to *Mr. Rivers*.

THE IMPROVEMENTS AT THE KOWLOON DOCKS.

The greatly increased business of the Hongkong and Whampoa Dock Company, Limited, has of late necessitated, as is already well known, very considerable additions both to the buildings and plant of this popular institution, which under skilled direction has now been built up to proportions rivalling many of the largest establishments in Europe.

On approaching the Docks the first thing that will be noticed is a line of railway on the western end of the premises; the rails are continued on the outside along the northern wall the entire length of the buildings and then enter the Company's grounds at the north-eastern corner, being from thence continued on to the great new No. 3 Dock, from whence the materials excavated are carried by trucks drawn by one of John Fowler and Son's small locomotives to the western end of the premises, where a piece of Government ground is now in course of reclamation from the waters of the harbour. On entering the premises the visitor will see, advancing to greet him, the stalwart form of Adam Hogg, the Company's piper. Adam also condescends to perform the perhaps less congenial duties of head watchman and thief-catcher-general to the establishment, and to such good effect did he ply his vocation amongst the pilfering fraternity that during the last year Adam scored some 110 convictions against his thieving adversaries. Standing some 100 or more feet inland from the great shear poles used for lifting heavy materials in or out of vessels coming alongside may be noticed a huge mass of scaffolding enclosing a curiously built stumpy looking iron vessel. The craft has a rocker keel and both ends are bows alike. She is constructed entirely of iron, and is also fitted with six iron decks. This vessel is nothing less than the great caisson or gate which will keep the water out of the new dock when completed. The caisson is now being built and temporarily fitted together in its present position, to be afterwards taken down piece by piece and rebuilt permanently in the new dock when that large excavation is in sufficiently advanced a state for its reception. The total area of ground now occupied by the Company at Kowloon is some 108,333 square yards, being in length along the water frontage 1,500 feet by some 650 feet in depth.

Near the north-western end of the dock premises is a lofty new building some 260 feet in length by over a hundred feet in total breadth. This may not inaptly be likened to a cathedral with a nave and two aisles; the preaching done here will, however, be of an eminently practical and convincing nature, for this is the new boiler erecting and machine shop which has just been completed in order to afford increased accommodation for the new and improved machinery which has lately been arriving from Europe. The lofty centre building is 260 feet in length by 43 feet in breadth; this will be the boiler erecting and machine shop. To northward of this and communicating with it by brick-work arches is an aisle of the same length but considerably less lofty; this is some 30 feet in breadth. These two erections have iron roofs supported by iron columns. To the south is another aisle of the same length and 32 feet broad; this is of the same height as the aisle on the north, but has an iron roof supported by iron pillars on its south side and at its two ends, being thus open to the air on three sides. At the western end and extending to the south of this long aisle or shed is another large iron roofed shed supported on iron pillars. This is the furnace shed. The long southern aisle is the machine shop proper, while the northern aisle is the boiler makers blacksmith's shop. This last has along its northern wall under the roof a capacious iron flue extending the entire length of the building. This flue communicates with a large shaft or stack outside the building. Under this flue along the wall of the shop are the blacksmiths' forges, 30 in number, each having a hood and chimney communicating with the main flue, so that instead of the thick and vitiated atmosphere so generally found in blacksmiths' shops, this building will be free from smoke and also well lighted by the spacious windows all along the upper part of the building. The tall centre shop has in it the magnificent boiler erecting machinery only just arrived from England. This consists of a boiler-end turning and cutting out machine, also a boiler shell drilling machine, which has a circular bed upon which are four drills working simultaneously. The plates are here temporarily fastened together with a few service bolts and the boiler is then swung into position upon the hydraulic rivetting machine. These great masses of metal are moved with the greatest ease by a powerful steam travelling crane, which travels supported upon strongly constructed iron girders the entire length (260 feet) of the shop. The work turned out by the rivetting machine referred to is of excellent description, being incomparably stronger as well as superior in appearance to the old style of rivetting.

In the machine shop is a large sized new Cameron's patent punching and shearing machine, also a horizontal punching, angle-iron cutting, and beam bending machine. All these last powerful machines are worked by independent engines attached to each machine, the steam for which is supplied by a large sized steam pipe extending underground the entire length of the shop. This pipe is carefully covered with non-conducting and moisture-resisting composition and protected above by an iron plate extending along the floor of the shop. These numerous engines all exhaust into a large iron pipe also buried beneath the floor of the shop, the steam being either there condensed or leading into a large iron underground tank and being condensed there. In addition to the powerful machines already enumerated there is a big new treble-geared self-acting break lathe with thirty odd feet bed and capable of almost indefinite extension. This monster lathe will take in work 100 inches in diameter or 50 inch centres; it has already done work 96 inches diameter. There is also a large slotting machine; a large sized radial drill, capable of taking in work of almost any dimensions; a large keel boring machine, capable of boring any thickness; a large sized plate planing machine with cramping girder fixed to overhanging standards, the ends of the table being left free, thus admitting plates of any length or breadth on the table; rolls capable of admitting plates 16 feet in width, these large rolls are worked by an independent engine; a large keel plate bending machine capable of admitting 18-foot plates, worked by hand-power obtained by two double-purchase crabs one at each end of the machine; another big machine having three radial drills upon one bed plate, all working either independently or simultaneously; a large new horizontal and vertical planing machine; another large horizontal boring machine; a large longitudinal and transverse planing machine, besides drills, lathes, shaping and fitting machines, and all sorts of smaller machines, some hundreds in number.

In order to bring the various pieces of work into position amongst all this complicated mass of machinery there are four powerful travelling cranes working upon stout iron girders and framing, which extends upon either side the entire length of the building.

Adjoining this open machine shop just described is a spacious iron roofed furnace shed in which is situated the plate heating furnace used for heating the plates previously to bending them. It is impossible to turn out good work without this necessary adjunct to every complete boiler-making establishment, plates roughly bent by bashing and beating them with sledge hammers as the Chinese do will never make safe boilers, the fibrous internal structure of the iron being weakened although externally the boiler may not show any serious actual cracks. In addition to this there is also an improved angle-iron heating furnace of latest modern construction. Adjoining the furnace shed and machine shop is the engine house and boiler shed. The engines are a beautifully finished piece of work, having two horizontal cylinders 16 inches diameter by 30 inches stroke, the large fly wheel and seven feet driving pulley being situated between them. This pulley turns the great length of shafting (260 feet), which extends along the wall of the machine shop its entire length. In the engine-house is also a Roots blower, worked either by its own independent engine or by pulley from the main engine at pleasure. This blower supplies blast for all the 30 forges and furnaces in the side blacksmith's shop off the main boiler erect-

ing shop. Near the furnace shed is the large shaft or stack which creates a draught for the furnaces.

Outside the northern wall of the new blacksmith's shop referred to is a well 35 feet deep by 10 feet diameter, the water in which has been good and plentiful all throughout the past very trying dry season. Communicating with this well is a powerful pump which forces the water into two large circular iron tanks, which being situated at a considerable elevation give a good head of water for supplying the various boilers and hydraulic machinery about the works.

To the south of the new machine shop is the shipbuilding yard and patent slip. Here is situated an immense jib crane moving through a circle of a hundred feet in diameter. Here also are numerous ships and vessels in course of construction, as also the great iron caisson previously referred to.

Immediately to the eastward is situated the No. 2 Dock, and adjoining this are the offices and stores. Here may be observed a great mass of iron in all forms—plate, bar, rod, angle-iron, the massive flat bars used for the keels of iron vessels, armour-plate, and other forms too numerous to specify; also copper and brass in all forms, large quantities of lead, zinc, tin, paints and oils, locks, hinges, door and cabin furniture and ships' hardware in all conceivable shapes and forms. Here also are tools both for iron and wood working in all their endless variety. Eastward of this is the No. 1 Dock, and in rear, that is to the north of this dock and the offices and stores, is situated another fitting and machine shop fitted throughout its length with a travelling crane and furnished with all necessary shafting pulleys, &c., &c., to work the numerous pieces of machinery which the shop contains. Immediately to eastward of this, and north of the No. 1 Dock, is the great forging and heavy blacksmiths workshop. Here is a forging furnace, a species of reverberatory somewhat similar to a puddling furnace. In this furnace all the wrought scrap iron about the place, instead of being sold for next to nothing, as was formerly the case, is heated up by the flame passing over the bed of the furnace in which it is placed, and is then made into solid forgings by being placed under a large new steam-hammer. The fuel in this furnace is separated by a low fire brick bridge from the bed of the furnace upon which the metal is placed, and the waste heat and flames, after passing under a large steam boiler outside the shop, are conducted into a tall chimney stack having upon its top an iron damper which can be opened or closed by an iron wire rope leading down from the top to the bottom of the chimney. In this forging shop there are two steam hammers, powerful cranes, and numerous smaller forges for blacksmiths use. In order to give an idea of the magnitude of the work which can now be taken in hand, it may be mentioned that the sternpost of the steamer *Camelot*, just turned out of dock, was a solid forging of over six tons in weight, while the rudder now just completed weighs two tons fifteen hundredweight.

Next to the forging shop is the moulding shop, which is provided with two powerful jib cranes and all the necessary paraphernalia and appliances of a completely fitted moulding shop. Divided from the shop by a wall on its northern side, but communicating by apertures for the molten metal to run through, are the three melting furnaces or cupolas and a blowing machine providing blast for the furnaces. At the western end of this large moulding shop is a platform some ten feet high supported by iron pillars; upon this are three brass and copper melting furnaces, and arrangements for casting brass in all its various forms.

Still proceeding to the eastward we now come, on the northern or inland portion of the premises, to the long rows of buildings and houses built to accommodate the numerous staff of *employés* of the Company. Here also is a commodious Library and Billiard Room for recreation in hours of leisure. To the south of the buildings are the great stores of seasoned teak, pine, crooks, knees, logs and spars and all forms of timber used in shipbuilding. Here also is the wood working machinery. This consists of a large frame-saw capable of sawing up logs of any size or length and sawing them also into 15 planks at a time. Communicating with this saw is a powerful overhead travelling crane which picks the great logs of wood from the water and either passes them direct into the saw machine or on to the wood stores at pleasure. There are also several large and small circular saws, a band saw, two planing machines, a feather and groove machine, a morticeing machine, and several moulding machines. All this wood working machinery is of the latest and most approved modern construction, and is actuated by a powerful engine and shafting and belting, in the usual manner.

Still going eastward we arrive at the New Dock called the No. 3, in course of construction. Here on its northern end is the terminus of the line of railway previously referred to, while to the south on the water side, is the coffer dam designed to keep the water out of the great excavation now in progress. This coffer dam is strengthened at the back by a vast network of great balks of timber, and upon it is situated a boiler shed and boiler supplying steam to two pulsometer pumps situated near the bottom of the dock. This form of pump works by the steam admitted into one chamber being condensed there; a vacuum is thus formed which the water rushes in to fill, steam being again admitted forces this water up the delivery pipe of the pump. There are two chambers, so the action goes on continuously. A considerable pressure, however, is required; the steam must be sharp, not less than about 60 lbs. to the square inch, mild steam not working this kind of pump in a satisfactory manner. Adjoining the coffer dam is a Blake's stone crusher; also a concrete mixing machine and elevator; and near this is an iron pan and pair of edge runners. On the coffer dam is also a jib crane; and down at the bottom of the dock is also another larger and more powerful crane used for placing the heavy blocks of stone forming the floor of the dock in their proper position. These blocks are all most carefully finished and bedded in Portland cement, beneath which is concrete made of crushed granite of small size, sand, and Portland cement. Along the bottom of the excavation are lines of tramway, while above is a crane which lowers the blocks of stone down on to the tramway truck, placed to receive it. Immediately in rear of the dock to the northward is a quarry in which blocks of still unweathered granite are found embedded in disintegrated granite quite soft and which may be dug away with a pickaxe.

This large new dock will probably be completed and ready to receive vessels in about 18 months from date. The dimensions of the docks at Kowloon are as follow:—

PATENT SLIP DOCK.—Length, 250 feet; breadth, 60 feet; depth of water, 11 feet.

No. 1 DOCK.—Length, 340 feet; width at entrance, 70 feet; depth at sill, 18 feet.

No. 2 DOCK.—Length, 245 feet; width at entrance, 49 feet 3 inches; depth on sill, 13 feet.

No 3 DOCK (when completed).—Length, 500 feet; width at bottom, 86 feet; width at gates, 70 feet; depth over sill, 29 feet; height of blocks, 3 feet. Will be pumped dry in three hours.

A few words as to works now in hand will not be out of place here. The steamer *Camelot* has just left dock, having had a new stern post and rudder, a large number of plates renewed, and three lengths of keel bars taken out and one replaced by a new bar. The steamer *Madras*, now in the No. 1 Dock, has had a large number of plates taken out and renewed. The small steamer *Digby*, having just left the No. 2 Dock, her place has been taken by the Austrian gunboat *Nautilus*. The steamer *Hailoong* is now lying under the shears, and the unfortunate *Camorta*, with a big hole in her bows and half her stem knocked away, is still lying at one of the buoys off the docks, nothing definite being known about her repairs. In the ship yard in course of construction are two twin screw iron gun-vessels of 100 feet in length, the diagonal twin engines for which are now in the fitting shops. Two other steel vessels of the same dimensions are also on the stocks. These latter will be fitted with compound direct acting surface condensing vertical engines. In addition to these vessels and the great caisson previously referred to, the keel of a large steel twin screw cruiser, 175 feet long, has just been laid down.

MARINE COURT.

17th April.

BEFORE COMMANDER R. M. RUMSEY, R.N.

ANOTHER CASE OF LAGGING.

William Gerrard, unemployed seaman, was staying behind his ship, after signing on the articles.

Mr. A. Moir, Superintendent of the Sailors' Home, proved that the defendant had joined the American ship *Great Admiral*, but had disappeared at the date of her departure, remaining behind in the colony.

Sentenced to fourteen days' hard labour.

FOOCHOW SPRING MEETING.

FIRST DAY, 12th April.

The CONSULAR CUP; (presented); value $—, for all China ponies; weights as per scale; entrance $5. Half-a-mile.

Hoot 1
Merry Monk 2
Almansor 3

Field.—Merry Monk, Almansor, Decoy and Hoot. Won by a short head. Time, 61½secs.

The CHAMPAGNE CUP; (presented); value $180; second pony $50; for subscription griffins only; weights as per scale; forced entrance $5. Three-quarters of a mile.

Blue Ruin 1
Dacoit 2
Southdown 3

Field.—Southdown, Atlas, Blue Ruin and Dacoit. Time, 1min. 39secs.

The CHINA CUP; (presented); value $—, for all China Ponies; weights as per scale; entrance $5. One mile and three-quarters.

Home Ruler 1
Rappahannock 2

Field.—Home Ruler and Rappahannock. Time, 3min. 57secs.

The SUBSCRIPTION STAKES; forced sweepstakes of $5 each with $30 added; for subscription griffins only; weights as per scale. One mile and a half.

Blue Ruin 1
Tornado 2
Fritz 3

Field.—Blue Ruin, Tornado and Fritz. Time, 3min. 30secs.

The SPRING STAKES; of $10 each with $50 added; for all China ponies; weights as per scale. One mile.

Bon Ami 1
Warrior 2
Toot 3

Field.—Bon Ami, Warrior, Cornhill, and Toot. Time, 2min. 14⅓s.

The STAND STAKES; forced entrance of $5 each with $30 added; for subscription griffins only; weights as per scale; winners 7lbs. extra. One mile.

Black Sash 1
Snowflake 2
Dacoit 3

Field.—Snowflake, Dacoit and Black Sash. Time, 2min. 19s.

The LOTTERY CUP; value $150; for all China ponies; weights as per scale; winner 7 lbs. extra; entrance $10. One mile and a half.

Home Ruler 1
Wild Wood 2
Outlaw 3

Field.—Wild Wood, Tennessee, Home Ruler, Daisy, and Outlaw. Time, 3min. 24⅓s.

SECOND DAY, 13th April.

The DUNKELD CUP; value $125; for all China ponies; weights as per scale; winners 7lbs. extra. Three-quarters of a mile.

Wild Wood 1
St. Nicolas 2
Hoot 3

Field.—Wild Wood, St. Nicolas, and Hoot. Time, 1min. 42secs.

The CLUB CUP; Second pony $50; for subscription griffins only; weights as per scale; winners 7lbs. extra; forced entrance. One mile and a quarter.

Blue Ruin 1
Black Sash 2
The Babe 3

Field.—The Babe, Black Sash, and Blue Ruin. Time, 3min. 1sec.

The AMOY CUP; value $100; for all China ponies; weights as per scale; winners 7lbs. extra. Two miles.

Rappahannock 1
Outlaw 2
Tennessee 3

Field.—Tennessee, Outlaw, and Rappahannock. Time, 4min. 50½secs.

The FOHHIEN STAKES; forced entrance of $5 each with $50 added; for subscription griffins only; weights as per scale; winners 7lbs. extra. Seven furlongs.

Snowflake 1
Dacoit 2
Black Cap 3

Field.—Snowflake, Dacoit, Black Cap, Picador, and Junk. Time, 2min. 6sec.

The KUSHAN STAKES; of $10 with $50 added; for all China ponies; weights as per scale; winner of the Consular Cup 10lbs., of any other race 7lbs. extra. Half a mile.

Warrior 1
Almansor 2
Merry Monk 3

Field.—Warrior, Almansor, Merry Monk, Decoy, and St. Nicolas. Time, 64 4-5ths secs.

The RACING STAKES, forced entrance of $5 each with $50 added; for subscription griffins only; weights as per scale; winners 7lbs. extra. One mile and a quarter.

Blue Ruin 1
Tornado 2
Fritz 3

Field.—Fritz, Blue Ruin, and Tornado. Time, 3min. 42sec.

The NANTAI STAKES, of $10 each; a forced entry for all old ponies entered at this meeting, optional for subscription griffins; first pony to receive 70 per cent., second 20 per cent., third 10 per cent. of the Stakes; weights as per scale. One mile and a quarter.

Home Ruler and Moon, dead heat ... 1*
Bon Ami 2

Field.—Cornhill, Home Ruler, Moon, Bon Ami, and Toot. Time, 2min. 55sec.

* The dead-heat was run off, when Home Ruler came in first. Time, 3min. 30secs.

TIENTSIN.

7th April.

Li Hung-chang returns here on the 13th. His Majesty the Emperor will return from the Tombs on the 10th inst.

News arrived here that the First Road Palace, Hsing Kung, which is about 40 miles from Peking on the route to the Eastern Tombs, caught fire on the 1st inst., and when the Imperial procession arrived there on the night of the 1st, it was then burning, the cause or particulars have not yet arrived. The Chinese think it is an unlucky omen. On the route to the Eastern Tombs are two Imperial Palaces in which the Emperor of China stays at night while on his way to the Tombs. These Palaces were built about A.D. 1650, and are said to have cost Tls. 2,000,000 each. It is one of these that is burnt down.

The *Chinghai* left to-day for Port Arthur, with Captain Lang, R.N., Lieut. Beecher and Mr. von Hanneken. It is said that Captain Lang has been sent by Li Hung-chang to survey and report on the three men-of-war which arrived from Germany last year, as it is reported that while at sea they make a deal of water, and there are no end of reports as to the reason of their so doing, and the reason is asked why there are no complaints made about those got out by Tso Tsung-tang.

In regard to railroads the Government has come to the conclusion that nothing will be done at present. It is feared that jealousy would be aroused with the different countries that are trying to make contracts, &c., should they accept either or any of them; so the matter is shelved for a time, therefore the Tsung-li Yamên declined to see the representatives of the German Syndicate although Li offered to accompany them.—*Mercury* Correspondent.

8th April.

The German Syndicate have gone to Kaiping, but it is not to take charge of the works, which will remain under the efficient management of Mr. Tong King-sing and his Cantonese colleagues.

The Hotels here which expected to be full to the rafters are not so, and unless some of the globe-trotting fraternity come along soon, the season after all will not be a brilliant one.—*N. C. Daily News* Correspondent.

PUBLIC GAMING AND LOTTERIES.

Commenting on the appointment in the Straits of a Commission to enquire into the question of public gaming and public lotteries, and as to the best means of dealing with the same, the *Straits Times* says:—The Commissioners have a difficult task before them. They have to point out the best mode of dealing with a vice which is specially injurious to the native and Chinese sections of the community, and at the same time to take care to avoid recommending class legislation. The law as it at present stands prohibits public gaming and public lotteries altogether, but is silent on the subject of private gaming and private lotteries. The effect of this is to force the natives and Chinese to gamble in their own houses or in clubs which can scarcely be distinguished from public places. If an ordinance were passed sufficiently comprehensive to apply to clubs, it would necessarily apply to European Clubs where gaming to some extent is habitually indulged in. This would be going beyond the law of England which permits gaming in private houses and clubs. To be consistent also, betting on the course at horse races should be prohibited and lotteries of every description whether at races or at charitable bazaars should be prohibited. Indeed all these are unlawful according to the law of England, although they are tolerated, but if stringent legislation is to be adopted with regard to the pastimes of the natives and Chinese it would not do to overlook any longer the similar amusements of Europeans. One of the chief forms of gambling indulged in alike by Europeans and Asiatics is the purchase of Manila lottery tickets, but according to a late decision of the Chief Justice the sale of these tickets is lawful in this colony, because the lottery is lawful in Manila. The Chief Justice rested his decision on certain English cases quoted, but every one knows that there is a curious inconsistency in English case law, and that isolated cases may sometimes be quoted in favour of very bad law. When public lotteries were abolished in England in 1826, the sale of tickets for foreign lotteries was expressly forbidden, and persons advertising or circulating tickets for such foreign lotteries were rendered liable to a penalty. In the face of these provisions, it puzzles a man of plain common sense to see how the sale of such tickets can be recognized by any English judge. But no doubt the Chief Justice is right according to the cases, and it will therefore be the duty of the Commissioners, if they mean honestly to suppress gambling of every kind, to get the law altered on this point. Another popular form of gambling is the race lotteries, for which almost every European in the Settlement takes one or more tickets. These lotteries are undoubtedly unlawful under the law of England, but have hitherto been tolerated both at home and in the Colonies, on account of their harmlessness, and because, in spite of foolish doctrinaires, the English people have always tacitly encouraged everything calculated to increase the general interest in the great national pastime of horse racing. But if the policy of entire suppression of gambling is to be adopted, these race lotteries, as well as all public betting on the course, will have to be stopped. In fact the Commissioners must make up their minds, if they recommend suppression instead of regulation, to deal out the same measure to all classes of the community.

CANADIAN PACIFIC MAIL STEAMERS.

In the House of Lords on the 8th ult., the Earl of Harrowby rose, in pursuance of notice, to ask the Secretary of State for the Colonies whether Her Majesty's Government had accepted the proposals which had been recently made for the establishment of a line of first-class British mail steamers from the city of Vancouver, the Pacific terminus of the Canadian Pacific Railway, to Japan and Hongkong, when the Pacific Railway is opened for through traffic from Great Britain in the month of June next. He said that the reasons which had induced him to bring this matter forward were, he need scarcely say, entirely dissociated from any personal connexion with the Canadian Pacific Railway or with the proposed line of mail steamers. The remarks he now made were based solely on information received by him as a member of the late Government. His interest in this matter was further awakened by the fact that a few years ago he served, with his noble friend Lord Iddesleigh, on the Hudson's Bay Committee, when the question of opening up these regions was fully considered. It had been a matter of the greatest delight to watch how much more rapidly than they could have hoped their Canadian fellow-subjects had spread civilization into their great and marvellous country. As regarded the position of the late Government on this matter, he might say that as regarded its main principles the scheme for subsidizing this line of steamers was very favourably entertained by them. The scheme was brought before them in January, and it had, of course, to be referred to the departments of the Post Office, the Admiralty, the War Office, and the Treasury before it could be finally approved. Whether the late Government would have arrived at a decision ultimately to support the scheme he could not, of course, state. He could only say that Her Majesty's late advisers felt most favourably towards it, and that they had great hopes of being able to co-operate with the Canadian Government in the establishment of this great and most important line of mail steamers. This subject, he might observe in passing, was not in the slightest degree one of a party or of a controversial character; and he had no intention whatever of attacking noble lords opposite. His reason for bringing the matter forward was that he thought it possible that an expression of the opinion in their lordships' House might strengthen the hands of the Colonial Office (hear, hear), and might show that parsimony on the part of the Treasury was unwise and ought to give way to more generous views. With their lordships' permission, he would state of what this scheme consisted. It was proposed to start a great line of mail steamers from the city of Vancouver, the terminus of the Canadian Pacific Railway, to Japan and Hongkong. It was felt that this would be the "crown" of the Canadian Pacific Railway scheme, one of the greatest and most marvellous works of our time. It was impossible to speak too highly of the energy, the indomitable zeal, and patience of our Canadian fellow-subjects in carrying the enterprise through. They ought to be proud in this country of having for their fellow-subjects men who had been able to overcome so successfully and so rapidly such great difficulties as were opposed to them, and in this connexion it was impossible to avoid mentioning the names of Sir George Stephen and Sir John Macdonald, to whose exertions the enterprise owed so much. The railway, which would be opened in June next, would enable express trains to run from Quebec to the city of Vancouver—from the Atlantic to the Pacific—in less than five days during the summer time. During the winter the link would be furnished by the completion of the intercolonial railway from Halifax to Quebec. On these works the Canadian Government had spent £20,000,000 sterling, besides giving large land subsidies. To show the value of these great railways, he might say that in 1861 it took 11 to 12 days for troops to go from Halifax to the terminus of the Pacific Railway at Quebec. At the time of the Red River rebellion in 1870 it took 11 weeks to convey troops from Quebec over Lake Superior, to the Red River, and 95 days to transport them from Toronto to Winnipeg. Now the whole of this vast district could be traversed in six days. This was nothing less than a revolution, the results of which could hardly be estimated at present. It was proposed that the Imperial Government should subsidize the line of mail steamers from Vancouver to Japan and Hongkong, and thereby be enabled to convey troops, stores for the Navy, and passengers from Liverpool to the Pacific over British territory, so far as the land journey was concerned, in 13 or 14 days. He might mention that in summer the journey across the continent from Montreal to Vancouver would occupy four to four and a half days, and in winter from Halifax to Vancouver five and a half to six days. The amount of the subsidy asked from this country he would not go into, but would only say that its payment was to extend over a period of ten years. The line of steamers proposed to be started would consist of first-class vessels steaming 14 to 15 knots per hour, and making the passage from Vancouver to Japan and Hongkong once every three weeks, so that the journey from Vancouver to Yokohama would be made in less than 12 days' time. The result would be that the journey from England to Japan would be made in 26 days, and that between England and Hongkong and Shanghai in 31 days. At the present time the journey from England to Yokohama in Japan, *viâ* Brindisi, occupied a period of 40 to 44 days, while *viâ* Gibraltar it took 49 to 53 days. Then as to Calcutta, the journey for troops from England *viâ* Gibraltar to Calcutta could not now be done in less than 38 days, while from Halifax to Calcutta would be only 38 to 39 days, to which would have to be added seven days for the Atlantic voyage. As far as Australia and New Zealand were concerned, the line from San Francisco must, of course, be the shortest; but there was good reason to hope that if this line of mail steamers was established a good deal of trade would take place between Vancouver and New Zealand. He believed there were enormous advantages to be derived from the establishment of this mail route, one of the greatest of which would be the encouragement of our commerce and our friendship with those two most important ancient empires, Japan and China. Everything should be done which would tend to draw closer the bonds of friendship between this country and those two important countries. Another advantage was that we should have an alternative line of communications, in the event of European complications, to India, China, Japan, and Australia through British territory. In that respect nothing could exceed the importance of this scheme. Among its minor advantages would be that supplies could be sent to the fleet by it, and that coal could be obtained in Vancouver Island. Then, again, this new railway could not fail very shortly to open up vast and fertile districts to our surplus population, and anything which called attention to that part of the world must be an advantage to this country. As an inducement to the Imperial Government to grant the subsidy, special terms were offered for the conveyance of troops and stores, while emigrants' sleeping carriages conveying 30 to 40 persons would be run. He should not be sorry to see this magnificent line of steamers started if for no other reason than the employment they would give during the three or four years that would be employed in building them in this country. (Hear, hear.) Whether the terms of the proposed subsidy were just or not he could not say; but, as the Canadian Government has done so much for this great and magnificent work, he trusted that the Government of this country would look upon this proposal with a favourable eye, and would help forward the enterprise by every means in their power. (Hear, hear.)

Earl Granville said that he entirely agreed with very much, although not with all, that had fallen from the noble earl. He concurred with the observations of the noble earl that this was not a party question, and with what he had said as to the energy and ability shown by Sir J. Macdonald and Sir George Stephen, the chairman of the company, in carrying forward their great railway so expeditiously and successfully. Individually and as Colonial Secretary, he should be very glad if it were found practicable to carry out the scheme of subsidizing mail steamers proposed by the Dominion. But the matter did not rest entirely with the Colonial Office. It concerned the Departments of the Treasury, the War Office, and those of his friends the First Lord of the Admiralty and the Postmaster-General. It appeared from a minute by his predecessor, Sir F. Stanley, that the late Cabinet had come to the conclusion on principle to approve of this project, and that inquiry should be made on the whole subject by representatives of the different Departments of the Government interested. He was afraid that *primâ facie* the opinions of those Departments were not as favourable to the project as he could have wished, but they made no report, having suspended their sittings in consequence of the change of Government. The late Government seemed in this case to have somewhat departed from the course generally pursued, not only by philosophers and men of science, but also by men of business, who were accustomed first to inquire and then to decide. In this case the opposite plan was adopted—first to decide, and then to inquire. There might, however, have been reasons why delay might have been inconvenient at that time. Her Majesty's present Government, desirous of having full information before them, had requested the Committee to resume their sittings, which they had done, and to give a complete report. The report, when presented, would receive the most careful consideration on the part of Her Majesty's Government, and the Dominion would receive an answer without loss of time. (Hear, hear.)

In the House of Commons, on the 9th ult. Mr. Puleston asked the Under Secretary of State for the Colonies whether he would state the names of the gentlemen on the Inter-departmental Committee to whom the question of the advisability of subsidising a line of steamships between Vancouver and Japan had been referred.

Mr. O. Morgan: The Inter-departmental Committee to whom the advisability of subsidising a line of steamships between Vancouver and Japan was referred by the late Government consisted of General Sir Andrew Clarke, Inspector-General of Fortifications, as representing the War Office; Captain Codrington, R.N., a Lord of the Admiralty, as representing that Department; Mr. Barrington, as representing the Treasury; Mr. Rea, as representing the Post Office, and Mr. Bramston, as representing the Colonial Office. When the late Government resigned office the Committee lapsed, but it has revived, and so far as I am aware no alteration in the constitution of the committee is contemplated.

THE FRENCH MAIL.

The M. M. steamer *Natal*, from Marseilles 14th March, *viâ* usual ports of call, with the London mail of the 12th March, arrived here on Saturday morning. The subjoined telegrams are taken from Ceylon and Indian papers:—

THE AFGHAN FRONTIER DELIMITATION.

LONDON, 29th March.

The London *Times* publishes a telegram stating the work connected with the Afghan frontier is suspended, the Russian Commissioners having advanced claims which the British Commissioners could not entertain.

The question at issue has been referred to the respective Governments.

A LAND PURCHASE BILL.

LONDON, 30th March.

In the House of Commons last night, Mr. Gladstone stated that a Land Purchase Bill will be presented to the House on the 15th April.

THE REVENUE RETURNS.

LONDON, 1st April.

The British Revenue Returns for the year amount to £89,562,500, showing an increase of £1,531,250 as compared with last year. The increase is chiefly in income tax, which amounts to £1,160,000. The decrease, which is chiefly in customs and excise amounts to £494,000; and £1,140,000 respectively.

MR. JESSE COLLINGS UNSEATED.

LONDON, 2nd April.

The trial by petition against the return of Mr. Jesse Collings for Ipswich has resulted in his being unseated, he has consequently resigned the Secretaryship of the Local Government Board.

THE NEW SERVIAN MINISTRY.

BELGRADE, 2nd April.

M. Garashanine's ministry has resigned and a new cabinet has been formed by M. Kistics. The appointment of M. Kistics to power is regarded with apprehension by the peace party as has been openly favouring the Russian Panslavist cause during the late war petitions presented for the renewal of hostilities against Prince Alexander, as well as for his anti-Austrian proclivities.

THE LONDONERS AND HOME RULE.

LONDON, 3rd April.

An important meeting convened by merchants in London took place at the Guildhall yesterday for the purpose of protesting against the intention of Mr. Gladstone's Government to introduce a scheme in the House of Commons, conceding legislative independence for Ireland. The Lord Mayor of London presided. Several speeches were made pointing out the gravity of the subject and the danger of setting up a dual parliamentary control in United Kingdom. A resolution was unanimously passed condemning the concession of Home Rule for Ireland.

MISCELLANEOUS ITEMS.

MADRAS, 30th March.

The ship *Owen* of Liverpool, bound from Cardiff to Bombay, went ashore on the Mulki rocks near Calicut yesterday morning. She will probably be a total loss. The crew are safe.

BRUSSELS, 30th March.

The disturbed districts are gradually becoming tranquilized; quiet has been restored at Charleroi.

BRUSSELS, 31st March.

Work is being resumed in the disturbed districts.

LONDON, 2nd April.

The Prince of Wales has appointed a Committee to receive visitors to the Indian and Colonial Exhibition.

In the House of Lords last night, Lord Rosebery, replying to a question, said the Russian Squadron had left Suda Bay for Smyrna to be revictualled, and would afterwards return to Suda Bay. His Lordship added the Russian Government had promised cordial co-operation with England in preventing hostilities between Greece and Turkey.

LATE TELEGRAMS.

The following telegrams are taken from the *Brisbane Courier*:—

MR. GLADSTONE'S IRISH POLICY.

LONDON, 17th March.

Mr. Gladstone's Irish policy formed the subject of a number of speeches in various parts of the country to-night. Mr. O'Brien, one of the Irish members of Parliament, speaking at Bradford, said that the Parnellite party would be blameless if this most promising chance of reconciling the peoples of the two countries were madly and wickedly sacrificed. Mr. E. D. Gray, M.P. for Dublin, speaking in London, said the Irish people relied on Mr. Gladstone's genius and enthusiasm to carry out his scheme.

MR. CHAMBERLAIN AND THE IRISH PARTY.

LONDON, 18th March.

Mr. William O'Brien, M.P., and editor of *United Ireland*, has been interviewed on the subject of Mr. Gladstone's proposals for buying out Irish landlords. Mr. O'Brien said that the purchase of the land without Home Rule would be ridiculous. He attached no importance to Mr. Chamberlain's threatened resignation. Speaking of politics, he said Mr. Chamberlain would like to cut Mr. Gladstone's throat, but would probably end by cutting his own.

Interviews have taken place between Mr. Chamberlain and Lord Randolph Churchill, and have caused considerable sensation.

Sir Charles Russell, Attorney-General, speaking in London last night, asserted that if Mr. Chamberlain deserted the Ministry on the Irish question, the country would never forgive him.

LONDON, 19th March.

Mr. Parnell states that Mr. Chamberlain's retirement from the Ministry has been amply provided for, and that he (Mr. Parnell) has promised to gain for Mr. Gladstone any English seats depending on the Irish vote.

ST. PATRICK'S DAY.

LONDON, 17th March.

St. Patrick's Day passed off in an orderly manner. The various demonstrations were generally of a moderate character.

ILLNESS OF THE PRINCESS OF WALES.

LONDON, 16th March.

The Princess of Wales, who has been indisposed, went to Torquay at the beginning of the month, but there has been no improvement in her health, and she is now confined to her house. The Prince of Wales has gone to Torquay to join the Princess.

BIRTH OF A PRINCESS.

LONDON, 17th March.

The Duchess of Connaught has been safely delivered of a daughter.

RIOTING IN MANCHESTER.

LONDON, 18th March.

A number of unemployed persons assembled in Manchester this morning, and smashed the windows of many shops and houses. Several of the rioters have been arrested.

GERMANY AND FRANCE.

LONDON, 19th March.

It is reported that relations between Germany and France have become strained.

MILITARY FEDERATION.

LONDON, 19th March.

Mr. Henniker Heaton has postponed his motion in the House of Commons, in favour of the military federation of the Empire, until after the holding of the proposed conference in Melbourne of Governors and Premiers of the various colonies on the federal defence question.

THE COMMERCIAL BANK.

LONDON, 17th March.

Mr. Roderick Mackay and Mr. George Pleydell have been appointed temporary liquidators of the Commercial Bank of Australia.

LONDON, 18th March.

The petition for the liquidation of the Commercial Bank of South Australia is of a friendly character, the object being the protection of the London assets. The action taken by Mr. T. G. Pleydell, manager of the London office, who has been appointed one of the liquidators, is approved by the shareholders.

GERMAN INTERESTS IN SAMOA.

LONDON, 17th March.

An interview took place to-day between a number of gentlemen representing German interests in Samoa and Sir F. Dillon Bell, Agent-General for New Zealand, respecting the purchase of those interests by the Government of New Zealand. Nothing, however, resulted from the interview.

BANK OF SOUTH AUSTRALIA.

LONDON, 19th March.

Mr. W. Anderson and Sir John H. Rennaway, Bart., have been appointed directors of the Bank of South Australia.

CONVICTS FOR NEW CALEDONIA.

LONDON, 17th March.

It is stated that 1,000 French convicts are to be sent to New Caledonia during the present year.

THE CABLE RATES.

LONDON, 18th March.

The Government of India has withdrawn its opposition to the proposed reduction of the rates for cablegrams from England to the Australian colonies.

THE SEPARATION QUESTION.

LONDON, 18th March.

Dr. Ahearne, the delegate of the North Queensland Separation League, will shortly deliver a lecture here on the separation and black labour questions.

SHIPPING INTELLIGENCE.

(Continued from 1st page.)

REPORTS.

The French steamer *Menzaleh* reports that she left Yokohama on the 10th instant, and had good weather all the time.

The British steamer *Peking* reports that she left Shanghai on the 15th inst., and experienced first part light variable wind and cloudy weather; latter part fresh monsoon and rainy weather.

The British steamer *Ajax* reports that she left Liverpool on the 7th ult., and Singapore on the 12th inst. From Liverpool to Port Said experienced rough weather; thence to Hongkong fine weather and smooth sea.

The German steamer *Drachenfels* reports that she left Saigon on the 14th inst. On the first two days strong S.E. wind; after that winds various and heavy sea from N.E.; on Saturday night strong northerly wind with fog and rain.

The British steamer *Strathleven*, from Yokohama via Kuchinotzu on the 13th inst., reports had moderate breeze from N.N.E. and fair weather as far as the Lammocks; from thence to port fresh northerly breeze and heavy rain with overcast sky.

The British steamer *Angerton* reports that she left Saigon on the 13th inst., and had fine weather and light S.E. winds to Cape Padaran; thence fresh steady wind and fine, clear weather. On the 16th heavy N.E. swell and moderate S.E. wind with dull, cloudy weather.

The British steamer *Taichiow* reports that she left Bangkok on the 12th inst., and had fine weather and moderate S.E. winds to lat. 20 N.; thence to port fresh N.E. winds and sea. The British bark *Billy Simpson* arrived at Bangkok on the 5th inst. Passed the str. *Island* off Cape Varela.

The British steamer *Haiphong* reports that she left Foochow on the 15th inst., Amoy on the 16th, and Swatow on the 17th. From Foochow to Amoy had northerly wind and drizzling rain. From Amoy to Swatow fresh N.E. winds and rain. From Swatow to Hongkong light N.E. winds, overcast and heavy showers of rain. In Foochow str. *Meefoo*.

COMMERCIAL INTELLIGENCE.

SATURDAY, 17th April.

OPIUM.

Quotations are:—

This year's New Malwa $520 per picul, allce. of [1½ catties.
Last year's New Malwa $575 per picul, allce. of [1 catty.
Old Malwa....................$585 per picul, allce. of [1 catty.
Patna (New) ....$550 } per chest.
Benares (New) ...... 542½ to 545 }

EXCHANGE.

ON LONDON.—
Telegraphic Transfer 3/3½
Bank Bills, on demand....................3/3½
Bank Bills, at 30 days' sight............3/3¾
Bank Bills, at 4 months' sight...........3/3¾
Credits, at 4 months' sight..............3/4¼
Documentary Bills, at 4 months' sight....3/4¼

ON PARIS.—
Bank Bills, on demand 4.16
Credits, at 4 months' sight 4.22

ON NEW YORK.—
Bank Bills, on demand.....................81
Credits, 60 days' sight 82

ON BOMBAY.—
Telegraphic Transfer......................221¼
Bank, on demand 221¼

ON CALCUTTA.—
Telegraphic Transfer......................221¼
Bank, on demand 221¼

ON SHANGHAI.—
Bank, at sight 72¼
Private, 30 days' sight...................72¾

SHARES.

Quotations are:—

Hongkong and Shanghai Bank Shares—197 per cent. premium, sellers.
Union Insurance Society of Canton, Limited—$480 per share.
China Traders' Insurance Company's Shares—$74 per share, buyers.
North China Insurance—Tls. 300 per share
Yangtsze Insurance Association—Tls. 121 per share.
Chinese Insurance Company, Limited—$180 per share.
On Tai Insurance Company, Limited—Tls. 148 per share.
Canton Insurance Office, Limited—$85 per share, sellers.
Hongkong Fire Insurance Company's Shares—$410 per share, sellers.
China Fire Insurance Company's Shares—$88 per share, sellers.
Hongkong and Whampoa Dock Company's Shares—83 per cent. prem., buyers, ex new issue.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—$31 per share premium, buyers.
Indo-China Steam Navigation Co.'s Shares—5 per cent. discount.
China and Manila Steamship Company, Limited—30 per cent. discount, nominal.
Douglas Steamship Company, Limited—$54 per share, buyers.
Hongkong Gas Company's Shares—$120 per share.
Hongkong Hotel Company's Shares—$197½ per share, buyers.
China Sugar Refining Company, Limited—$99 per share, buyers.
China Sugar Refining Company (Debentures)—1 per cent. premium, nominal.
Luzon Sugar Refining Company, Limited—$73 per share.
Hongkong Ice Company's Shares—$145 per share, sellers.
Hongkong and China Bakery Company, Limited—$120 per share.
Perak Tin Mining and Smelting Company—$10 per share.
Punjom and Sanghie Dua Samantan Mining Company, Limited—$10½ per share, sellers.
Selangor Tin Mining Company—$5 per share, nominal.
Perak Sugar Cultivation Company—Tls. 18 per share.
Hongkong Rope Manufacturing Company, Limited—$60 per share, buyers.
Hongkong and Macao Glass Manufacturing Co., Limited—Par, nominal.
Chinese Imperial Loan of 1884 A—2 per cent. premium.
Chinese Imperial Loan of 1884 B—5 per cent. premium.
Chinese Imperial Loan of 1884 C—6½ per cent. premium.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

April 17th.

Thermometer—9 A.M.	68
Thermometer—1 P.M.	69
Thermometer—4 P.M.	—
Thermometer—9 A.M. (Wet bulb)	67
Thermometer—1 P.M. (Wet bulb)	68
Thermometer—4 P.M. (Wet bulb)	—
Thermometer—Maximum	69
Thermometer—Minimum (over night)	64

CHINA COAST METEOROLOGICAL REGISTER.

16th April, 1886, at 4 P.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.75	92	49	[illegible]	[illegible]	b	—
Haiphong	29.65	78	87	[illegible]	1	o	—
Hongkong	29.79	66	95	E	4	od	—
Amoy	29.93	61	88	NE	1	or	—
Shanghai	29.96	57	61	NE	3	o	—
Nagasaki	—	—	—	—	—	—	—
Wladiwostock	—	—	—	—	—	—	—

17th April, 1886, at 10 A.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Bolinao	29.86	84	—	E	1	b	—
Haiphong	—	—	—	—	—	—	—
Hongkong	29.85	67	97	E	4	odt	0.41
Amoy	—	—	—	—	—	—	—
Shanghai	29.92	54	80	E	3	o	—
Nagasaki	—	—	—	—	—	—	—
Wladiwostock	—	—	—	—	—	—	—

The Barometer is falling and gradients are gentle. The temperature remains low, the humidity high, and the weather overcast and wet.

17th April, 1886, at 4 P.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.75	91	66	W	2	b	—
Haiphong	—	—	—	—	—	—	—
Hongkong	29.75	68	96	E	4	or	—
Amoy	29.86	62	94	E	0	o	—
Shanghai	—	—	—	—	—	—	—
Nagasaki	29.89	—	—	E	3	o	—
Wladiwostock	29.93	41	—	E	1	b	—

18th April, 1886, at 10 A.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.91	95	83	W	3	b	—
Haiphong	—	—	—	—	—	—	—
Hongkong	29.91	70	89	ESE	2	o	0.40
Amoy	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Nagasaki	29.86	—	—	E	3	o	—
Wladiwostock	29.96	41	96	ESE	2	b	—

W. DOBERCK.
Hongkong Observatory, 18th April, 1886.

METEOROLOGICAL REGISTER.

	Previous day, at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.75	29.91	29.86
Temperature	68	70	71
Humidity	96	89	85
Direction of wind	E.	E.S.E.	E.S.E.
Force of wind	3	2	2
Weather	o.r.	o.	o.
Rain	—	0.40	

1.—BAROMETER reduced to 32 degrees Fahrenheit and to the level of the sea in inches, tenths and hundredths.
2.—TEMPERATURE in the shade in degrees Fahrenheit.
3.—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.
4.—DIRECTION OF THE WIND to two points.
5.—FORCE OF THE WIND according to Beaufort Scale.
6.—STATE OF THE WEATHER: B. blue sky; C. detached clouds; D. drizzling rain; F. fog; G. gloomy; H. hail; L. lightning; O. overcast; P. passing showers; Q. squally; R. rain; S. snow; T. thunder; V. visibility; W. dew (wet).
7.—RAIN in inches, tenths and hundredths.

W. DOBERCK.
Hongkong Observatory, 18th April, 1886.

NOTICES OF FIRMS.

INTIMATIONS.

THE LEE YUEN SUGAR REFINING COMPANY, LIMITED, IN LIQUIDATION.

THE LIQUIDATORS are prepared to receive TENDERS for the purchase of the LAND, BUILDINGS, MACHINERY, and FIXTURES of THE LEE YUEN SUGAR REFINING COMPANY.

All Tenders should be enclosed in an Envelope endorsed "TENDER FOR PURCHASE OF LEE YUEN," and addressed to the Liquidators of the LEE YUEN SUGAR REFINING COMPANY, and must be placed in the hands of C. EWENS, Solicitor to the Liquidators, with a Deposit of $20,000, before 3 O'CLOCK on WEDNESDAY, the 21st day of April, 1886.

The Tenders will not be opened until after 3 O'CLOCK on the 21st day of April.

The Liquidators will accept the highest Tender provided it exceeds the sum of $190,000 and provided also it is on a form which can be obtained at the Office of C. EWENS, at 45, Queen's Road, Hongkong, and it is in accordance with the conditions contained in such form.

The Purchaser must also purchase the COAL, ANIMAL CHARCOAL, and OFFICE FURNITURE, and SPARE MACHINERY, and STORES in the Godown (which are not included in the Tender) at Invoice prices.

The Purchaser must also take over from date of Sale, the liability of the Company under the Contract with the English Sugar Boiler of the Company who has been engaged for a term expiring in February, 1887.

The Refinery is most favourably situated occupying almost 100,000 square feet of ground by the side of Bowrington Canal and close to the Harbour.

The whole of the Buildings and Machinery are in excellent order, a large portion of the Plant and Machinery having never been used.

The Refinery is capable of refining 1,200 piculs of Raw Sugar per day.

Dated this Eighteenth day of March, 1886.

ANDREW JOHNSTON,
LAU WAI CHUN 劉渭川,
LI KING TING 李敬亭,
594] Liquidators.

THE Cheapest place for JAPANESE GOODS in Hongkong is CASSUMBHOY'S WAREHOUSE, BEACONSFIELD ARCADE.

JAPANESE and CHINESE CURIOS in large Stock at Reasonable Prices. Fresh arrivals daily. FURNITURE, New and Second-hand, in great Variety. Inspection is invited. [23

THE HONGKONG AND KOWLOON WHARF, GODOWN, AND CARGO-BOAT COMPANY.

THE Company will receive STEAMERS and SAILING VESSELS alongside their WHARVES at Kowloon, and Land, Re-ship, and/or Store GENERAL CARGOES, SILK, OPIUM, COTTON, GRAIN or MERCHANDISE in FIRST CLASS GRANITE GODOWNS at CHEAP RATES. Also COALS in specially constructed Sheds.

For the convenience of Commanders and Storers the Company's launch *Hongkong* will convey to and fro those interested FREE OF CHARGE, starting from the Pedder's Wharf every Hour from 6 A.M. to 5 P.M., and from the Wharf at Kowloon at the half-hour.

For Further Particulars, apply to
W. KERFOOT HUGHES,
Agent,
Pedder's Street.
Hongkong, 16th February, 1886. [374

CONSULAR NOTIFICATION.

HAWAIIAN CONSULATE GENERAL,
Hongkong, 5th April, 1886.

THE following NOTICE is published for general information:—

W. KESWICK,
Consul General.

REGULATION

AMENDING THE REGULATIONS FOR THE CONTROL OF CHINESE IMMIGRATION

INTO THE HAWAIIAN KINGDOM MADE AND PUBLISHED ON THE 1ST DAY OF SEPTEMBER, A.D. 1885.

By virtue of the authority conferred upon me by a Resolution of His Majesty in Cabinet Council, passed on the 13th day of July, A.D. 1883, I hereby make and proclaim the following Regulation in regard to the admission of Chinese passengers into this Kingdom, viz:—

From and after the first day of April, 1886, no Chinese passenger shall be allowed to land at any Port in the Hawaiian Kingdom unless such passenger be the bearer of a passport, in due form and legally issued to him or her under the provisions of the Regulations made and published by me on the first day of September, A.D. 1885, "for the control of Chinese immigration;" and the provision in Regulation Number 1 of the aforesaid Regulations, which allows the landing of not more than twenty-five Chinese passengers from any one vessel at any Port in the Hawaiian Kingdom without passports, is hereby rescinded.

[L.S.] Given under my hand and the Seal of the Hawaiian Kingdom, this Eleventh day of February, A.D. 1886.

WALTER M. GIBSON,
Minister of Foreign Affairs,
732] Honolulu.

CUTLER, PALMER & Co.

The well known Wine Shippers to China,
OF LONDON, BORDEAUX, CALCUTTA, BOMBAY, MADRAS, LAHORE, KURRACHEE, &c.

Their Representatives in China—
Messrs. JARDINE, MATHESON & Co. } Hongkong
,, SIEMSSEN & Co. } and
,, LANE, CRAWFORD & Co. } Shanghai.

Call attention to some of the Wines and Spirits consigned to their care by this well-known house:—

CLARETS, Mouton, Larose, St. Julien Medoc, both in Quarts & Pints.

"INVALIDS," & AMOROSO, SHERRY.

MANZANILLA SHERRY—very pale & dry

VINO PURO—a pretty delicate wine.

These Sherries are also shipped in Jars containing 4 gallons.

"INVALIDS" PORT, a most agreeable wine, approved by many Physicians.

SCOTCH WHISKY—of several sorts, viz:
In square bottles—Napier Johnstone's.
In round bottles—C. P. & Co.'s, "Heart shaped label."
In round bottles—The celebrated Glenlivet

IRISH WHISKY—only the best.

COGNAC—from the very best to medium quality.

This Firm's Cognacs are too well known to need recommendation. Prices on application. [1996

"THE HARDEN'S STAR HAND GRENADE FIRE EXTINGUISHER."

BY ORDER OF H. E. THE OFFICER ADMINISTERING THE GOVERNMENT, GOVERNMENT HOUSE has been fitted with the above.

E. CLARK,
Hongkong Hotel.
Hongkong, 22nd March, 1886. [620

CHINA OVERLAND TRADE REPORT

the
COMMERCIAL JOURNAL FOR CHINA, JAPAN, &c., &c.,

Published at the Office of the *Hongkong Daily Press* on the Morning of the Departure of the English Mail, contains the
LATEST AND FULLEST TRADE INTELLIGENCE,
REPORTS OF MEETINGS OF COMPANIES,
THE LATEST TELEGRAMS,
together with the
POLITICAL AND GENERAL NEWS of the Fortnight.

The "Trade Report" has a large circulation in Hongkong, the Ports of China and Japan, the Philippines Straits Settlements, &c., &c.

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED,

Is prepared to ACCEPT FIRST-CLASS RISKS at ½ % nett per Annum, and other INSURANCES at Current Rates.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTRIE,
Secretary.
Hongkong, 27th March, 1882. [744

INSURANCES.

NEW YORK LIFE INSURANCE COMPANY.

LIFE ASSURANCE ONLY.

Purely mutual; all profits belong to Policy-holders and apportionments are made annually.

STATEMENT FOR YEAR ENDING 31ST DECEMBER, 1884.

Accumulated Funds	£12,127,030
Surplus over all liabilities and Reserve Fund according to valuation made by the Government	£ 2,036,332.
Income for year 1884	£ 2,846,245.

C. SETON LINDSAY,
Res. Manager,
Department of the East.
GIBB, LIVINGSTON & Co.,
Agents, Hongkong.
17]

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST.
A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, 26th July, 1872. [10

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—

On First-class European Tenements ....at ¼ / Net per Annum.
On First-class Godowns, & Merchandise stored therein ....at ½ % Net per Annum.
On Coals ....at 1 % Net per Annum.
On Petroleum in licensed Godowns ......at 1½ % Net per Annum.
On First-class Chinese Tenements ....at 2 % Net per Annum.
On Second-class Chinese Tenements ....at 2½ % Net per Annum.

DOUGLAS LAPRAIK & Co.,
Agents for Phœnix Fire Office.
Hongkong, 5th August, 1881. [13

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & Co.
Hongkong, January, 1882. [927

HANSEATIC FIRE INSURANCE COMPANY OF HAMBURG.

THE LUBECK FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Companies, are Prepared to ACCEPT RISKS at Current Rates.

Hongkong and Canton, 23rd February, 1886.
EDUARD SCHELLHASS & Co.,
431] Agents.

SUN FIRE OFFICE.

The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of $50,000 on First-class Risks.

ADAMSON, BELL & Co.,
Agents,
Sun Fire Office.
Hongkong, 18th February, 1886. [12

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co.,
Agents.
Hongkong, 16th November, 1872. [11

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.
Hongkong, 27th March, 1876. [9

GENERAL LIFE AND FIRE ASSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE AND LIFE at Current Rates.

PUSTAU & Co.
Hongkong, 1st April, 1885. [697

SINGAPORE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SINGAPORE.

We are prepared to GRANT POLICIES against FIRE on usual Terms at Current Rates. All CONTRIBUTORS of Business whether Shareholders or not are entitled to Share in the BONUS.

ADAMSON, BELL & Co.,
Agents.
Hongkong, July, 1885. [1277

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.
LUM SIN SANG, Esq.
BAN HUP, Esq. | YOW CHONG PENG, Esq.
CHAN LI CHOY, Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [567

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & Co.
Hongkong, 5th November, 1883. [1963

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ½ per Cent. Nett premium per Annum.

NORTON & Co., Agents.
Hongkong, 20th May, 1881. [16

FIRE INSURANCE COMPANY, OF 1877, IN HAMBURG.

THE Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

PUSTAU & Co.,
Agents.
Hongkong, 18th January, 1884. [184

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.
Hongkong, 1st January 1882. [14

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN.	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
SINGAPORE, &c., VIA SUEZ CANAL	Polyhymnia (str.)	R. Bohme	Hongkong	Siemssen & Co.	On 26th inst., at 5 P.M.
LONDON, &c., VIA SUEZ CANAL	Thames (str.)	W. A. Seaton		P. & O. S. N. Co.	On 23rd inst., at 4 P.M.
LONDON VIA SUEZ CANAL	Prometheus (str.)	Webster	Hongkong	Butterfield & Swire	On 22nd inst.
LONDON AND HAMBURG	Auguste	Tost	Hongkong	Carlowitz & Co.	Quick despatch.
HAVRE AND LONDON	Channel Queen	Lelacheur	Hongkong	Carlowitz & Co.	Quick despatch.
TRIESTE, &c.	Amphitrite (str.)	B. Gelcich		O. Bachrach	On 1st May, at Noon.
MARSEILLES VIA SAIGON, &c.	Melbourne (str.)	De la Marcelle	Hongkong	Messageries Maritimes	To-morrow, at Noon.
SAN FRANCISCO VIA Y'HAMA.	City of Sydney (str.)			P. M. S. S. Co.	On 5th May, at 3 P.M.
SAN FRANCISCO VIA Y'HAMA.	San Pablo (str.)			O. & O. S. S. Co.	On 24th inst., at 3 P.M.
SAN FRANCISCO	John Currier	J. B. Blethen	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Nehemiah Gibson	Bailey	Hongkong	Arnhold, Karberg & Co.	Quick despatch.
NEW YORK	Ellen A. Reed	Hatfield	Hongkong	Carlowitz & Co.	Quick despatch.
PORT DARWIN, &c.	Taiwan (str.)	Clegg		Butterfield & Swire	On 24th inst., at 4 P.M.
YOKOHAMA VIA NAGASAKI, &c.	Thibet (str.)		Hongkong	P. & O. S. N. Co.	On 25th inst., Daylight.
YOKOHAMA AND HIOGO	Benvenue (str.)	Thomson	Hongkong	Gibb, Livingston & Co.	Quick despatch.
KOBE AND YOKOHAMA	Menzaleh (str.)	Benois		Messageries Maritimes	Quick despatch.
MAURITIUS VIA SINGAPORE	Deuteros (str.)		Hongkong	Soy Sing	On 21st inst., Afternoon
BOMBAY VIA STRAITS	Venetia (str.)			P. & O. S. N. Co.	On 23rd inst., Daylight.
CALCUTTA VIA STRAITS	Taisang (str.)	Davies	Hongkong	Jardine, Matheson & Co.	On 24th inst., at 3 P.M.
TIENTSIN	Kwongsang (str.)	Wood	Hongkong	Jardine, Matheson & Co.	On or about 24th inst.
SHANGHAI	Natal (str.)	Such		Messageries Maritimes	Quick despatch.
SHANGHAI	Pekin (str.)			P. & O. S. N. Co.	Quick despatch.
SHANGHAI	Canton (str.)	Bremner	Hongkong	Jardine, Matheson & Co.	To-morrow, at 4 P.M.
SHANGHAI VIA AMOY	Ajax (str.)	Riley	Hongkong	Butterfield & Swire	To-morrow.
MANILA VIA AMOY	Zafiro (str.)	Talbot	Hongkong	Russell & Co.	To-day, at 5 P.M.
SWATOW AND BANGKOK	Mongkut (str.)	P. H. Loff	Hongkong	Yuen Fat Hong	To-morrow, at 9 A.M.
SWATOW, AMOY, & FOOCHOW	Haiphong (str.)	Harris	Hongkong	Douglas Lapraik & Co.	On 21st inst. at 9 A.M.

TO BE LET.

TO LET.

ROOMS IN "COLLEGE CHAMBERS."
Nos. 4, 8, SEYMOUR TERRACE.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 29th March, 1886. [38

TO LET.

ROOMS in CLUB CHAMBERS.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 1st February, 1882. [39

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns.

Also
Entire GODOWNS to be LET
Apply to MEYER & Co.
Hongkong, 3rd March, 1881. [1031

TO BE LET.

"CRINGLEFORD," ROBINSON ROAD—FURNISHED, for Summer Months.

No. 9, MOSQUE TERRACE—Immediate Possession.

GODOWN at WANCHI. Water Frontage.

Apply to
LINSTEAD & DAVIS.
Hongkong, 6th April, 1886. [591

RICHMOND TERRACE.

TO BE LET.

A HOUSE, Cool in Summer, with FOUR GOOD ROOMS, DRESSING ROOM, THREE BATH ROOMS, and convenient OUT-OFFICES, in thorough order.

Apply to
J. D. HUMPHREYS,
22, Queen's Road Central.
Hongkong, 2nd April, 1886. [700

TO BE LET—FURNISHED.

A VERY COMFORTABLE HOUSE, with SIX ROOMS, DRESSING ROOM, LIBRARY, THREE BATH ROOMS, convenient OUT-OFFICES, TENNIS COURTS, and GARDEN, for Nine Months from May next.

Apply to
J. D. HUMPHREYS,
22, Queen's Road Central.
Hongkong, 2nd April, 1886. [701

TO LET,

With Immediate Possession,

NOS. 1, 3, & 4 IN REDNAXELA TERRACE, back of the AMERICAN CONSULATE.

ALSO,
A VERY COMMODIOUS BUNGALOW with OUT-HOUSES, GARDEN, &c., at Kowloong. Rent Moderate.

Apply to
ECA DA SILVA & Co.,
33, Pottinger Street.
Hongkong, 31st March, 1886. [685

TO BE LET.

With Possession on the First of May.

"BREEZY POINT"—ROBINSON ROAD, at present in the occupation of the Hon. A. LAMBART.

Apply to
SHARP & Co.
Hongkong, 29th March, 1886. [669

TO LET.

ONE BEDROOM with BATHROOM attached.

AND

ONE OFFICE.

Apply to
STOLTERFOHT & HIRST,
13, Praya Central.
Hongkong, 25th March, 1886. [639

NOTICE.

MACAO Residents and Visitors can have ICE daily from "MACAO ICE DEPOT," 83, Praia Grande, on and after the 15th instant, at A CENT AND A HALF per lb.

Macao, 12th April, 1886. [778

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH
"MORNING STAR"

Runs Daily as a Ferry Boat between PEDDAR'S WHARF and TSIM-TSA-TSUI at the following hours:—This Time Table will take effect from the 15th April, 1885.

WEEK DAYS.		SUNDAYS.	
Leaves Kowloon	Leaves Hongkong	Leaves Kowloon	Leaves Hongkong
6.00 A.M.	7.00 A.M.	6.00 A.M.	7.00 A.M.
8.00 ,,	8.30 ,,	7.30 ,,	8.00 ,,
8.50 ,,	9.00 ,,	9.00 ,,	10.15 ,,
9.40 ,,	*10.15 ,,	11.00 ,,	12.00 NOON.
*10.45 ,,	12.30 P.M.	12.30 P.M.	1.00 P.M.
12.45 P.M.	1.00 ,,	1.30 ,,	2.00 ,,
1.30 ,,	2.00 ,,	2.30 ,,	3.00 ,,
2.20 ,,	3.00 ,,	3.30 ,,	4.00 ,,
3.30 ,,	4.00 ,,	4.15 ,,	4.30 ,,
4.15 ,,	4.30 ,,	4.50 ,,	5.10 ,,
4.50 ,,	5.10 ,,	5.25 ,,	5.40 ,,
5.25 ,,	5.40 ,,	5.55 ,,	6.15 ,,
5.55 ,,	6.15 ,,	6.45 ,,	7.00 ,,
6.45 ,,	7.00	7.15 ,,	
7.15 ,,			

*There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages. [33

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the Company's Foremen should be at hand, orders for repairs if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.
Hongkong, 26th August, 1885. [35

JARDINE, MATHESON & Co.'s PIERS AND GODOWNS, WEST POINT.

THESE are now in working order. Steamers are berthed at the Wharf, and Cargo received and stored at Cheap Rates.

The Godowns are Two Storied, Dry, Airy, and well suited for the Storage of Silk, Cotton, and Woollen Piece Goods as well as General Merchandise.

ADVANCES MADE ON CARGO STORED.

For Rates and Further Particulars, apply to the

MANAGER,
or to
JARDINE, MATHESON & Co.
Hongkong, 1st December, 1885. [37

VESSELS ON THE BERTH.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"ZAFIRO,"

Captain Talbot, will be despatched for the above Port TO-DAY, the 19th inst., at FIVE P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.
Hongkong, 15th April, 1886. [789

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW, and PORTS on the YANGTSZE.)

THE Company's Steamship

"CANTON,"

Captain Bremner, will be despatched as above TO-MORROW, the 20th inst., at FOUR P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 16th April, 1886. [797

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE).

THE Company's Steamship

"AJAX,"

Captain Riley, will be despatched as above TO-MORROW, the 20th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 14th April, 1886. [783

FOR MAURITIUS VIA SINGAPORE.

THE Steamship

"DEUTEROS,"

will be despatched for the above Port on the 21st instant, AFTERNOON.

Loading commences on the 15th instant.

Freight or Passage will be charged moderately.

SOY SING,
No. 96, Bonham Strand.
Hongkong, 5th April, 1886. [716

FOR YOKOHAMA AND HIOGO.

THE Steamship

"BENVENUE,"

Captain Thomson, will be despatched for the above Ports on or about the 15th instant.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.
Hongkong, 10th April, 1886. [762

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PROMETHEUS,"

Captain Webster, will be despatched as above on THURSDAY, the 22nd instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 16th April, 1886. [537

STEAM TO BOMBAY VIA STRAITS.

THE P. & O. S. N. Co.'s Steamship

"VENETIA,"

will leave for the above place on FRIDAY, the 23rd instant, at DAYLIGHT.

A. McIVER,
Superintendent.
Hongkong, 15th April, 1886. [788

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"TAISANG,"

Captain Davies, will be despatched for the above Ports on SATURDAY, the 24th instant, at THREE P.M.

This Steamer has superior First Class Accommodation specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 14th April, 1886. [786

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, &c.

THE Steamship

"TAIWAN,"

Captain Clegg, will be despatched as above on SATURDAY, the 24th inst., at FOUR P.M.

This vessel has unusually good Cabin Accommodation, situated amidships, on upper deck.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 16th April, 1886. [799

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA).

THE P. & O. S. N. Co.'s Steamship

"THIBET,"

will leave for the above place on SUNDAY, the 25th instant, at DAYLIGHT.

A. McIVER,
Superintendent.
Hongkong, 15th April, 1886.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamer

"MENZALEH,"

Captain Benois, will be despatched for KOBE AND YOKOHAMA, shortly after the arrival of the Mail steamer from Europe.

G. DE CHAMPEAUX,
Agent.
Hongkong, 14th April, 1886.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamer

"NATAL,"

Captain Such, will be despatched for SHANGHAI, shortly after her arrival with the French Mail from Europe.

G. DE CHAMPEAUX,
Agent.
Hongkong, 14th April, 1886.

VESSELS ON THE BERTH.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"PEKIN,"

will leave for the above place about 24 hours after her arrival with the next English Mail.

A. McIVER,
Superintendent.
Hongkong, 15th April, 1886.

FOR LONDON AND HAMBURG.

THE 3/3 L II German Bark

"AUGUSTE,"

Tost, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.
Hongkong, 18th February, 1886. [391

FOR HAVRE AND LONDON.

THE 3/3 L II British Bark

"CHANNEL QUEEN,"

Lelacheur, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.
Hongkong, 22nd March, 1886. [616

FOR NEW YORK.

THE 3/3 L I.I. British Ship

"ELLEN A. REED,"

Hatfield, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.
Hongkong, 24th March, 1886. [631

FOR NEW YORK.

THE 3/3 AII American Bark

"NEHEMIAH GIBSON,"

Bailey, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, 3rd March, 1886. [473

FOR SAN FRANCISCO.

THE 3/3 L II American Ship

"JOHN CURRIER,"

J. B. Blethen, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, 27th March, 1886. [654

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "SAN PABLO," will be despatched for San Francisco, *viâ* Yokohama, on SATURDAY, the 24th instant, at THREE P.M.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full: and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central

C. D. HARMAN, Agent.
Hongkong, 5th April, 1886.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF SYDNEY," will be despatched for San Francisco, viâ Yokohama, on WEDNESDAY, the 5th May, at THREE P.M., taking Passengers and Freight for Japan, the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. on the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.
Hongkong, 15th April, 1886.

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANCE,
By Dr. DEVAN,
With many Additions, Corrections, and Dr. WILLIAMS' Orthography.

PRICE,—
In Paper Wrapper............ $1.50
Neatly Bound............ $2.00

Apply at the *Daily Press* Office.

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN, AND BLACK SEA PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;
ALSO,
LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON TUESDAY, the 20th day of April, 1886, at NOON, the Company's Steamship "MELBOURNE," Commandant De la Marcelle, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 19th April, 1886. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 8th April, 1886.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "THAMES," Capt. W. A. Seaton, R.N.R., with Her Majesty's Mails, will be despatched from this for LONDON viâ BOMBAY and SUEZ CANAL, on FRIDAY, the 23rd April, at FOUR P.M.

Cargo will be received on board until TEN A.M. Parcels and Specie (Gold) at the Office until TEN A.M., on the day of sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed viâ Bombay *without transhipment*, arriving one week later than by the ordinary direct route via Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

N.B.—This Steamer takes Cargo and Passengers for Marseilles.

A. McIVER,
Superintendent.
Hongkong, 15th April, 1886.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

CALISTOGA, Brit. ship, Manson.—Russell & Co.
C. F. SARGENT, Amr. ship, Atherton.—Order.
CHANNEL QUEEN, Brit. bk., Le Lacheur.—Ed. Schellhass & Co.
CICERO, Brit. str., George.—Arnhold, Karberg & Co.
ELIZ. NICHOLSON, Brit. bk., Grierson.—Order.
FRIEDERICH, Ger. bk., Spiesen.—Siemssen & Co.
GLENAVON, Brit. str., Donaldson.—Jardine, Matheson & Co.
GRANITE STATE, Amr. ship, Fitz.—Douglas Lapraik & Co.
JOSEPHUS, Amr. ship, Rodgers.—Butterfield & Swire.
LENNOX, Brit. str., Thearle.—Adamson, Bell & Co.
MARIE, Ger. str., Hohlmann.—Wieler & Co.
MOSSER, Brit. str., Titzck.—Russell & Co.
MOUNT LEBANON, Amr. bk., Nelson.—Arnhold, Karberg & Co.
ROSAMOND, Brit. str., W. Mortleman.—Gibb, Livingston & Co.
TANTALLON, Brit. str., Partridge.—Siemssen & Co.

AFONG, PHOTOGRAPHER

STUDIO, ICE HOUSE LANE,
BEHIND NEW ORIENTAL BANK,
Hongkong.

Has a LARGER, CHOICER, and more COMPLETE COLLECTION of VIEWS, than any other in the Empire, the Copies of which are only to be purchased at his Studio or Messrs. KELLY & WALSH'S Store.

IVORY MINIATURES of Superior Excellence and High Finish, painted under careful Supervision.

INSTANTANEOUS VIEWS, GROUPS and PORTRAITS of different sizes taken daily. [18

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.
Hongkong, January, 1867. [21

NOTICE.

FOR the Convenience of Customers, the PRODUCTIONS of the "CHINA SUGAR REFINING COMPANY, LIMITED" can henceforward be obtained by RETAIL FOR CASH, at No. 3, Peel Street, at the same Prices as at the REFINERY; or Retail-Orders will be delivered at addresses in town on applicants forwarding their monthly requirements in writing direct to the Refinery at East Point.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 28th July, 1885. [34

THE TOURIST'S GUIDE.

REDUCED PRICE, $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.

Also a few copies of the GRAMMAR OF THE CHINESE LANGUAGE, in two Parts.

The *Daily Press* Office.

SQUARE BOTTLE WHISKY.

NAPIER JOHNSTONE'S BLEND,
Superb Quality,
CUTLER, PALMER & Co.'s SELECTION.
Apply to
LANE, CRAWFORD & Co.,
2310] Hongkong.

PORTLAND CEMENT.

J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA.
HOLLIDAY WISE & Co.
Hongkong, 11th April, 1883. [568

怡生號

YEE SUNG & Co., COAL MERCHANTS,

have always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF COAL.
Address:—Care of Messrs. KWONG SUNG & Co.,
No. 68, PRAYA. [680

HING KEE, STEAM LAUNCH Co.,

Have always on hand supplies of the best COAL for HOUSES, STEAMERS, & SHIPS at MODERATE TERMS.

No. 16, TUNG MAN LANE,
HONGKONG.
Hongkong, 17th September, 1885. [168

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. & O. S. N. Co.'s steamer *Pekin*, with the next outward English mail, left Singapore on the 15th, and may be expected here on the 21st instant.

THE AMERICAN MAIL.

The O. & O. steamer *Oceanic*, with the next American mail, left San Francisco on the 3rd April, and is due here on or about the 2nd May.

STEAMERS EXPECTED.

The P. M. steamer *City of Sydney*, with dates from San Francisco to the 24th ultimo, left Yokohama on the 17th, and is due here on the 23rd instant.

The Austro-Hungarin Lloyd's steamer *Amphitrite* left Singapore on the morning of the 17th, and is due here on the 24th instant.

POST-OFFICE NOTICES.

When Correspondence has been mis-sent or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, *Sent to* ——, or *Received at 7 p.m.*, or as the case may be, and forward it, without any other writing whatever, to the Postmaster-General. This should be acted on the first time cause of complaint occurs; it is mistake to let such matters pass for fear giving trouble, a course which generally gives more trouble in the end.

LOCAL DELIVERY.—No delivery is attempted on board Ship, at the Peak, Kowloon, Aberdeen, &c., nor at any private house (even though named in the address) when there is a place of business nearer, at which delivery can be effected.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE.

For Shanghai.—Per *Glenavon*, to-day, the 19th inst., at 11.30 A.M.

For Saigon.—Per *Protos*, to-day, the 19th inst., at 2.30 P.M.

For Amoy and Manila.—Per *Zafiro*, to-day, the 19th inst., at 4.30 P.M.

For Bangkok.—Per *Gilsland*, to-day, the 19th inst., at 4.30 P.M.

For Shanghai.—Per *Canton*, to-morrow, the 20th instant, at 3.30 P.M.

For Straits and Bombay.—Per *Venetia*, on Thursday, the 22nd instant, at 5.00 P.M.

For Straits and Calcutta.—Per *Taisang*, on Saturday, the 24th inst., at 2.30 P.M.

For Nagasaki, Kobe, and Yokohama.—Per *Thibet*, on Saturday, the 24th inst., at 5.00 P.M.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Melbourne* will be despatched on TUESDAY, the 20th inst., with Mails for the United Kingdom, Europe, and places beyond, *viâ Naples*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichéry, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE BRITISH PACKET.

The British Contract Packet *Thames* will be despatched on FRIDAY, the 23rd April, with Mails for the United Kingdom, Europe and countries beyond, *viâ Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

The Post Office declines all responsibility for Unregistered Letters containing Jewellery, &c., and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *San Pablo* will be despatched on SATURDAY, the 24th inst., with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

2.15 P.M., Registry ceases.

2.30 P.M., Post-Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

The Post Office declines all responsibility for Unregistered Letters containing Jewellery, &c., and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—

Day of Departure.

NOON.—Money Order Office closes.
2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3.00 P.M.—Mails closed, except for Late Letters.
3.10 P.M.—Letters may be posted with Late Fee of 10 cents extra.
3.30 P.M.—When the Post Office closes entirely.
3.40 P.M.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

THE FRENCH MAIL.

Day before Departure.

5 P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

Day of Departure.

7 A.M., Post Office opens.
10 A.M., Registry of letters ceases. Posting of all printed matter and patterns ceases.
11 A.M., Mails closed, except for Late Letters.
11.10 A.M., Letters may be posted with Late Fee of 10 cents extra.
11.30 A.M., when the Post Office closes entirely.
11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

MONEY ORDERS.

1.—Money orders are issued at Hongkong and Shanghai on the following countries and places:—

* Austria.
* Azores Is.
* Belgium.
* Bermuda.
* Canada.
Canton.
* Cape Colony.
* Ceylon.
† (Constantinople).
* Cyprus.
* Denmark.
* Egypt.
* Falkland Is.
Foochow.
* Gambia.
* Germany.
* Gold Coast.
Hankow.
Hawaii.
Hoihow.
* Holland.
* Honduras (Br.)
Hongkong.
* Iceland.
India.
* Italy.
Japan.
* Lagos.
* Madeira.
* Malta.
* Natal.
* Newfoundland.
* New South Wales.
Ningpo.
* North Borneo.
* Norway.
Port Darwin.
* Portugal.
Queensland.
* St. Helena.
Shanghai.
* Sierra Leone.
South Australia.
Straits Settlements.
Swatow.
* Sweden.
* Switzerland.
Tasmania.
* Trinidad.
* United Kingdom.
* United States.
Victoria.
* Western Australia.
* West Indies (British, Danish, and Dutch).

2.—Orders on the countries marked * are forwarded through the London Post Office, and are paid less a small discount of 2d. in the £1, for which the remitter is responsible. All such orders must be expressed in British currency.

3.—The commission charged is as follows, according to the amount:—

Up to £2, or $10, or 20 Rupees .... 0.20 cents.
,, £5, or $25, or 50 Rupees .... 0.40 cents.
,, £7, or $35, or 70 Rupees .... 0.60 cents.
,, £10, or $50, or 100 Rupees .... 0.80 cents.

4.—No orders must exceed £10 or $50 (unless drawn on India, when 150 rupees is the limit) nor will more than one order be granted to the same person, in favour of the same payee by the same mail.

5.—Money orders on the United Kingdom for even sums not exceeding £5 are granted by means of Postal Notes, as to which see separate notice or the Hongkong Postal Guide.

6.—Sums not exceeding $50 may be remitted between the ports of China by means of Postage stamps, subject to a charge of 1 per cent. for cashing the same. Orders of this nature can be granted at Hongkong or Shanghai on ports where there are Agencies of the Hongkong Post Office.

† Small remittances can be made to this place by means of Postal Notes. See separate notice or Postal Guide.